

## CLASS TWO NOTAMS

**June 21, 1984**

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July 5, 1984**

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U.S. Department of Transportation  
**Federal Aviation Administration**

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# NOTICES TO AIRMEN

NOTAM information current as of June 6, 1984  
FDC NOTAMS listed thru FDC #4/1309, June 6, 1984

## FOREWORD

Publication is divided into two sections.

The first section contains selected notices which are expected to remain in effect for an extended period, and FDC NOTAMS which are current thru the FDC number and date shown above. NOTAMS in this section will not be included in the Flight Information Station Service A telecommunications system. Notices are not included in pilot briefings unless specifically requested by the pilot. If NOTAMS concerning a facility are included both in the Service A system and this publication, the Service A information takes precedence, that is, it is considered more current. Similarly, Service A and Two NOTAMS take precedence over information in the Airport / Facility Directory. Complete flight information can be obtained by receiving a weather briefing and reviewing both the Class Two NOTAMS and the Airport / Facility Directory.

Selected notices are included to reduce station on the teletype circuits. Only those notices which are expected to remain in effect for at least seven days after the effective date of the publication will be included. The number in parentheses after each entry is the month and year the item first appeared in this publication.

Final Flight Data Center (FDC) NOTAMS primarily reflect changes to Standard Instrument Approach Procedures. FDC NOTAMS also establish flight restrictions and correct data on aeronautical charts.

Each FDC NOTAM included in the publication is listed by number and date. This will aid the user in finding the listing with any FDC NOTAMS which may have been issued after publication.

Cutoff date for information to be included in this section is three weeks prior to the effective date of the publication.

The second section contains special notices that, for example, because they are too long or because they concern a wide or unspecified geographical area, are unsuitable for inclusion in the first section.

The content of these notices vary widely and there are no specific criteria for inclusion, other than their enhancement of flight safety.

The cutoff date for information to be included in this section is three weeks prior to the effective date of the publication (seven weeks prior if graphics will be required).

All the information contained in this publication will be carried until the information expires, is cancelled, or in the case of permanent information, is published in the appropriate publication, e.g., the Airport / Facility Directory.

NOTE: ALL times are indicated as GMT or local. During periods of Daylight Saving Time, effective hours in local time will be one hour earlier than shown. All states observe daylight saving time except Arizona, that portion of Indiana in the Eastern Time Zone, Puerto Rico, and the Virgin Islands.

NOTE: Underlined items (except city names) indicate new information in this issue.

## FDC NOTAM LEGEND

4/103 ----- Accountability number assigned to the message originator.

FI/T ----- Flight Information of a Temporary nature.

FI/P ----- Flight Information of a Permanent nature.



SECTION ONE

\*\*\* GENERAL \*\*\*

[NOTICES TO AIRMEN]

NOTICE ARPT ADVISORY PRACTICES

RECOMMENDED OUTBOUND AND INBOUND REPORTS WHEN OPERATING AT AN ARPT WHERE THE TOWER IS NOT IN OPERATION

a PART-TIME TOWER CLSD OR TOWER TEMPORARILY CLSD AND FSS CLSD OR NO FSS UNLESS OTHERWISE SPECIFIED IN AN APPLICABLE NOTAM BROADCAST POSITION OR INTENTIONS IN THE BLIND ON TOWER LOCAL CONTRL FREQUENCY OUTBOUND BEFORE TAKING Rwy FOR TAKEOFF AND INBOUND ENTERING DOWNWIND AND FINAL

b PART-TIME TOWER CLSD OR TOWER TEMPORARILY CLSD AND FSS OPEN FOR ARPT ADVISORY SERVICE (AAS) COMMUNICATE WITH FSS ON TOWER LOCAL CONTRL FREQUENCY OR FREQUENCY SPECIFIED IN APPLICABLE NOTAM

NOTICE COPIES OF SPECIAL FEDERAL AVIATION REGULATION NO 46 (SFAR-46) WHICH CONTAINS THE AIRPORT, AIRSPACE, SECURITY, AND FLIGHT OPERATIONS REQUIREMENTS AND SERVICES FOR THE XXIII OLYMPIAD ARE AVAILABLE UPON REQUEST FROM.

DOT/FAA

OFFICE OF PUBLIC AFFAIRS  
PUBLIC AND EMPLOYEE COMMUNICATIONS  
800 INDEPENDENCE AVE, S W.  
WASHINGTON, D C 20591  
TELEPHONE 202-426-8058

NOTICE GATEWAY ARCH, ST LOUIS, MISSOURI (STL VORTAC 143R/18NM) DURING THE PERIOD JUNE 29 THROUGH JULY 5, 1984, PILOTS ARE CAUTIONED TO AVOID FLYING THROUGH THE AREA WITHIN A 2 NM RADIUS OF THE GATEWAY ARCH AT ALTITUDES 8000 FEET MSL AND BELOW AERIAL ACTIVITIES INCLUDING SKYDIVING, AEROBATICS, HOT AIR BALLOONS, BLIMPS, MILITARY FLYBYS, AND FIREWORKS WILL BE CONDUCTED AT VARIOUS TIMES, WITH JULY 4 SCHEDULED TO HAVE THE MOST ACTIVITY. AIRCRAFT OPERATING TO AND FROM BI-STATE PARKS AIRPORT SHOULD AVOID ENTERING AND EXITING THE AIRPORT TRAFFIC AREA IN THE GATEWAY ARCH AREA. BI-STATE PARKS AIR TRAFFIC CONTROL TOWER WILL BE IN OPERATION FROM 0700 THROUGH 2100 CDT DAILY AND MAY BE CONTACTED ON 120.9 MHZ AT OTHER TIMES, FLIGHTS BELOW THE ST LOUIS TERMINAL CONTROL AREA SHOULD CONTACT ST LOUIS APPROACH CONTROL ON 126.7 MHZ FOR THE STATUS OF ACTIVITIES NEAR THE GATEWAY ARCH

[FDC NOTAMS]

FDC 4/262 FI/T /YAP/ YAP YAP ISLAND TT NDB Rwy 7 AMDT 4 DELETE NOTE ACTIVATE MRL Rwy 7-25 REIL AND VASI RWYS 7 AND 25-123 6

FDC 4/334 THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC ORBANDAR ABBASS, BUSHAR ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS, COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF

FREQUENCIES 134.1 AND 118.1MHZ TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA. IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55.

FDC 4/392 OMEGA REPORTED POLAR CAP ANOMOLY, PCA, IN PROGRESS SINCE 160930Z FEB 84. USE CAUTION WHEN NAVIGATING WITH POLAR PATH SIGNALS AS ERRORS MAY EXIST ON ALL NAVIGATIONAL FREQUENCIES 10.2KHZ SIGNALS MAY BE IN ERROR AS MUCH AS 1/3 LANE

FDC 4/423 THE CONSOLIDATED NOTAM SYSTEM ACTIVE SINCE 240245 FOLLOWING REQ/REPLY PROCEDURES UTILIZING SVC B OR AFTN ARE IN EFFECT

ADDRESS REQUEST TO KQZZNA USING AFTN FORMAT OR SVC B EXAMPLE DCA GG KQZZNA

FDC NOTAMS EXAMPLE USE EXCLAMATION POINT OR WESTWIND ARROW (ADP CODE) DEPENDING ON YOUR EQUIPMENT FOLLOWED BY SVC

EXCLAMATION POINT (NO SPACE) SVC RQ DOM ACC=FDC LOC=BWI

THIS WILL GIVE FDC NOTAMS FOR BALTIMORE. EXCLAMATION POINT (NO SPACE) SVC RQ DOM ACC=FDC NT=3/102

THIS WILL GIVE ONLY FDC NOTAM NUMBER 3/102 INTERNATIONAL NOTAMS.

EXCLAMATION POINT (NO SPACE) SVC RQ INT LOC=EGGN

THIS WILL GIVE ALL INTERNATIONAL NOTAMS FOR LOCATION EGGN

EXCLAMATION POINT (NO SPACE) SVC RQ INT ACC=EGGNYN NT=AOOS/84

THIS WILL GIVE ONLY NOTAM AOOS/84 ISSUED BY EGGNYN NOTAM OFFICE. FACILITIES WHICH DO NOT HAVE CAPABILITY OF TRANSMITTING AN EQUAL SIGN (/) MAY MAKE THEIR REQUEST TO THE U.S. NOTAM OFFICE. ADDRESS KDCAYN OR TELEPHONE 202-426-3390.

FDC 4/529 FDC FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE /SOA/ VORTAC 115 DEGREE RADIAL AT 029 NAUTICAL MILES PURSUANT TO FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL. /MCG/ IS COORDINATING FLIGHT SERVICE STATION

FDC 4/763 FDC FI/T AWYS V51 HARRIS/HRS/GA VORTAC TO HINCH/HCH/TN VORTAC MEA 7000 V97 NELLO/GA FIX TO HINDE/TN FIX MEA 9000 V16/V16S HINCH/HCH/TN VORTAC TO KNOXVILLE/TYS/TN VORTAC MEA 5000. V16 KNOXVILLE/TYS/TN VORTAC TO HOLSTON MOUNTAIN/HMV/TN VORTAC MEA 6000 V16S/V185 KNOXVILLE/TYS/TN VORTAC TO SNOWBIRD /SCT/TN VORTAC MEA 7000. SNOWBIRD/SDT/TN VORTAC TO SUGARLOAF/SUG/ NC VORTAC MEA 8000 V115 KNOXVILLE/TYS/TN VORTAC TO ROSAR KY FIX MEA 5100. V16N/V519 KNOXVILLE/TYS/TN VORTAC TO FARLI TN FIX NA. V517 KNOXVILLE/TYS/TN VORTAC TO MIAMI KY FIX NA

FDC 4/810 FLIGHT RESTRICTIONS WITHIN AN AREA BOUNDED BY 1938N/156W /KOA/ 135/003 TO 1957N/15536W /MUF/ 120-005 TO 1959N/ 15520W /MUE/ 080/019 TO 1935N/15509W /ITD/213/012 TO 1907N/15540W /KOA/137/038 TO 1938N/156W /KOA/ 135/003 EFFECTIVE DAYLIGHT HOURS UNTIL FURTHER NOTICE. PURSUANT TO FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET

ABOVE GROUND LEVEL HONOLULU ARTCC 808-734-6667 IS  
COORDINATING ATC FACILITY

FDC 4/811 FDC FLIGHT RESTRICTION WITHIN THE LATERAL  
LIMITS OF

A. R2921 FROM 2849/8051W TO 2851N/8047W TO  
2851N/8042W THEN 003 NAUTICAL MILES FROM AND  
PARALLEL TO THE SHORELINE TO 2845N/8038W TO  
2842N/8048W TO POINT OF ORIGIN

B R2922 FROM 2842N/8048W TO 2845N/8038W TO  
2840W/8040W TO 2838N/8047W TO POINT OF ORIGIN

C R2926 FROM 2841N/8044W TO 2829N/8041W TO  
2825N/8041W TO 2825N/8042W TO POINT OF ORIGIN

D R2927 FROM 2825N/8042W TO 2825N/8031W TO  
2823N/8035W TO 2823N/8041W TO POINT OF ORIGIN  
EFFECTIVE 130830 GMT APRIL 84

PURSUANT TO FEDERAL AVIATION REGULATION 91.91  
TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT

A R2921 SURFACE TO 8000 FEET ABOVE GROUND  
LEVEL

B R2922 SURFACE TO 1200 FEET ABOVE GROUND  
LEVEL

C. R2926 SURFACE TO 1200 FEET ABOVE GROUND  
LEVEL

D R2927 SURFACE TO 8000 FEET ABOVE GROUND  
LEVEL

MELBOURNE FL /MLB/ IS COORDINATING FLIGHT SERVICE  
STATION

FDC 4/816 FDC PURSUANT TO FAR 91.91 THE FOLLOWING  
TEMPORARY RESTRICTED AREA IS ESTABLISHED 1500 FT  
AGL AND BELOW FOR FIXED WING AIRCRAFT 500 FT AGL  
AND BELOW FOR HELICOPTERS IN THAT AREA FROM THE  
HILO VORTAC TO A POINT ON THE HILO VOR RADIAL 170  
AT 25 NM THENCE DIRECT TO THE SUMMIT OF MAUNA LOA  
DIRECT TO A POINT ON THE HILO VOR RADIAL 255 AT 25  
NM DIRECT TO THE HILO VORTAC. THAT AREA  
ENCOMPASSING THE MOUNTAIN VIEW AIRPORT AND THE HILO  
AIRPORT TRAFFIC AREA ARE EXCLUDED AIRCRAFT  
OPERATING IN THE VICINITY OF THE TEMPORARY  
RESTRICTED AREA SHOULD USE FREQUENCY 122.7  
PERMISSION TO OPERATE IN THE RESTRICTED AREA AT  
ALTITUDES LOWER THAN THOSE SPECIFIED ABOVE MUST BE  
OBTAINED FROM HILO CIVIL DEFENSE AGENCY PHONE 935-  
0031 ALSO A FLIGHT PLAN MUST BE FILED WITH HNL FSS  
IN ACCORDANCE WITH 91.91

FDC 4/998 OMEGA STN E LA REUNION WILL BE OFF AIR  
FOR MAINTENANCE FROM 041000Z JUNE UNTIL 081800Z  
JULY 84.

FDC 4/1012 FI/T AR-7 FROM ZBB NDB TO DIE NDB N/A-  
DIE NDB NOT CMSND ON 10 MAY 1984 AS CHARTED PILOTS  
FILING AR-7 SHOULD USE HAH NDB /3442 3N 7735 7W/FOR  
NAVIGATION PILOTS ARE REQUESTED TO FILE DIW IN  
LIEU OF HAH FOR COMPUTER PROCESSING PURPOSES HAH  
NDB REMAINS 198 KHZ AR-7 WILL BE THE ZBB 189 BRG  
AND THE HAH 016 BRG MEAS AS PUBLISHED

FDC 4/1122 FDC FLIGHT RESTRICTION 1 NAUTICAL MILE  
RADIUS OF /BGO/ VORTAC PURSUANT TO FEDERAL  
AVIATION REGULATION 91.91 TEMPORARY FLIGHT  
RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 FEET  
ABOVE GROUND LEVEL /ANC/IS COORDINATING FLIGHT  
SERVICE STATION

FDC 4/1203 FLIGHT RESTRICTION 5 NAUTICAL MILE  
RADIUS OF THE /ABQ/VORTAC 358 DEGREE RADIAL AT 078  
NAUTICAL MILES PURSUANT TO FEDERAL AVIATION  
REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE  
IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL  
/ABQ/ IS COORDINATING FLIGHT SERVICE STATION. FOR  
APVL THRU THE AREA CALL 505-766-1955

FDC 4/1282 FI/T V113 SDO VORTAC TO ROBUD INT, MEA  
12000 SOUTHBOUND, 10000 NORTHBOUND

\*\*\* ALASKAN SUPPLEMENT \*\*\*

ALASKA

[NOTICES TO AIRMEN]

FOR FURTHER INFORMATION ON ALASKA OTHER THAN FDC  
NOTAMS CONSULT THE ALASKAN SUPPLEMENT

[FDC NOTAMS]

FDC 4/116 FI/T /BRW/WILEY POST-WILL ROGERS  
MEMORIAL, BARROW AK ILS/DME RWY 6 AMDT 1, TRML RTE  
BROWERVILLE NDB TO I-BRW SW CRS/ 6 DME VIA 247  
BRG/5NM FROM BROWERVILLE NDB, ALT 2000 BROWERVILLE  
IDENT CHANGED TO VIR AND RELOCATED TO LAT 71-16-58N  
LONG 56-46-52W

FDC 4/182 FI/T /ENA/KENAI MUNI KENAI AK VOR RWY 19  
AMDT 12 ILS RWY 19 AMDT 3 CHANGE MISSED APCH TO  
READ CLIMBING RIGHT TURN TO 2000 DIRECT ENA VOR  
OR WHEN DIRECTED BY ATC CLIMBING RIGHT TURN TO 2000  
VIA HDG 320 AND ENA R-275 TO TWIGI 8 DME AND HOLD  
WEST RIGHT TURNS 095 INBOUND

FDC 4/364 FI/T /SIT/ SITKA SITKA AK NDB-A ORIG FAC  
002 BRG FROM SIT NDB LDA/DME RWY 11 AMDT 6/TRML  
ROUTE SIT NDB TO I-SIT LDA NW CRS/4 DME VIA 347  
BRG/14 8 NM FROM SIT NDB/ALT 4200 VOR-A AMDT  
7/TRML ROUTE SIT NDB TO BKA VORTAC VIA 018 BRG/O.3  
NM ALT 1700.

FDC 4/713 FI/T /CDB/COLD BAY, COLD BAY, AK NDB RWY  
14 AMDT 9, ILS RWY 14 AMDT 12, LOC/DME BC RWY 32  
AMDT 4, VOR RWY 14 AMDT 10, VORTAC-A AMDT 3, CAT D  
CIRCLING NA WEST OF RWY 14-32

FDC 4/905 FI/T /SCC/DEADHORSE, DEADHORSE, AK VOR  
RWY 4 AMDT 2 SI MDA 520/HAT 463 ALL CATS CIRCLING  
CAT A MDA 520/HAT 463 VOR/DME RWY 4 ORIG, SI MDA  
460/HAT 403 ALL CATS SI VIS CAT C RVR 4000, CAT D  
RVR 6000 REASON TMPRY DRILL RIG 2 5 MILES SW OF  
ARPT

FDC 4/1028 FI/P /AKN/KING SALMON KING SALMON AK  
CORRECT U.S. GOVT CHART ALASKA TERMINAL DATED 10  
MAY 1984 RADAR-1 AMDT 8 ADD PAR RWY 29 SI  
MINS DH 267/VIS 3/4 HAT 200 CATS A/B/C/D/E GS  
ANGLE 3 0 DEGS TCH 38 RPI 775 CHG RWY 11 TCH TO  
41 AND RPI TO 749 CHG NOTES TO READ MILITARY  
MINS PAR RWY 11 DH 146-1/4 /100-1/4 WHEN ASR IS  
OUT PAR IS AVBL ONLY IF ACFT HAS OPERABLE TACAN OR  
VOR WITH DME, EXECUTE TACAN OR VOR APCH AND REPORT  
RWY 11 AKN R-291/4 DME RWY 29 AKN R-111/15 DME MIN  
ALT 1700 FOR PAR PICK-UP PAR AND ILS GS NOT  
COINCIDENT

FDC 4/1270 FI/T /GAL/GALENA GALENA AK RADAR-1 AMDT  
7 PAR RWY 25 TCH 35/RPI 814 FT

FDC 3/551 FI/T /SIT/ SITKA SITKA, AK LDA/DME RWY  
11 AMDT 6 TRML RTE R-066/25 DME BKA VORTAC TO I-  
SIT LDA E CRS 6 DME AND I-SIT LDA E CRS 6 DME TO I-  
SIT LDA W CRS 4 DME NA

FDC 3/1716 FI/T /FAI/ FAIRBANKS INTL FAIRBANKS AK,  
ILS RWY 19R AMDT 19 HI-ILS RWY 19R DSTC MM TO THR  
0 5 NM ALT A MM 634 FT DELETE AT COMPASS LOCATOR AT  
MM /FREQ 215 KHZ/ NDB RWY 19R AMDT 16 DELETE  
COMPASS LOCATOR AT MM.

FDC 3/2260 FI/P EFFECTIVE 10/30/83 TIME ZONES  
REALIGN IN ALASKA AS FOLLOWS

1 YUKON STANDARD TIME ZONE /GMT-9/ /-8DT/  
INCLUDES THE ENTIRE STATE OF ALASKA EXCEPT FOR THAT  
PART OF THE ALEUTIAN ISLANDS WEST OF 169 DEGREES 30  
MINUTES WEST LONGITUDE

2 ALASKA - HAWAII STANDARD TIME ZONE /GMT-  
10/ /-9DT/ INCLUDES THE ENTIRE STATE OF HAWAII AND  
THAT PART OF THE ALEUTIAN ISLANDS WEST OF 169  
DEGREES 30 MINUTES WEST LONGITUDE

AERONAUTICAL PUBLICATIONS/CHARTS WILL BE  
CORRECTED BEGINNING 11/24/83 CONTACT FLIGHT  
SERVICE STATION FOR CORRECT DATA

FDC 2/683 FI/T /PHO / POINT HOPE POINT HOPE AK NDB  
RWY 1 ORIG AND NDB RWY 19 ORIG ALTN MINS NA

FDC 2/684 FI/T /Z60/ AMBLER AMBLER AK NDB RWY 36  
ORIG ALTN MINS NA

\*\*\* PACIFIC SUPPLEMENT \*\*\*

#### HAWAII

[NOTICES TO AIRMEN]

FOR FURTHER INFORMATION ON HAWAII OTHER THAN FDC  
NOTAMS CONSULT THE PACIFIC SUPPLEMENT

[FDC NOTAMS]

FDC 4/456 FI/T AWYS/HI EFFECTIVE IMMEDIATELY  
HAWAII V20 JIGEL INT/LNY 40 DME MRA IS 4000 FEET

FDC 4/730 FLIGHT RESTRICTION WITHIN DESIGNATED  
TRIANGULAR AREA OF HILO HI /ITO/VORTAC 180 DEGREE  
RADIAL AT 25 NAUTICAL MILES DIRECT TO MAUNA LOA  
SUMMIT DIRECT TO HILO /ITO/VORTAC VIA THE 300  
DEGREE RADIAL PURSUANT TO FEDERAL AVIATION  
REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE  
IN EFFECT SURFACE TO 1500 FEET ABOVE GROUND LEVEL.

FDC 4/744 PURSUANT TO FEDERAL AVIATION REGULATION  
91.91 TEMPORARY FLIGHT RESTRICTIONS ARE DESIGNATED  
FOR THE FLWG AIRSPACE WITHIN DESIGNATED AREA OF  
HILO/ITO/VORTAC 210 DEG RADIAL 30NM CLOCKWISE ARC  
TO 30NM ON THE HILO VORTAC 260 DEG RADIAL THENCE  
DRCT TO HILO VORTAC VIA THE 260 DEG RADIAL 1500  
FEET ABOVE GROUND LEVEL AND BELOW FOR FIXED WING  
AIRCRAFT AND 500 FEET ABOVE GROUND LEVEL AND BELOW  
FOR HELICOPTERS EXCLUSIVE OF THE HILO AIRPORT  
TRAFFIC AREA AND THAT PORTION OF R3103 NO PERSON  
MAY OPERATE AN AIRCRAFT WITHIN DESIGNATED AIRSPACE  
UNLESS AUTHORIZED BY PROVISIONS OF FAR 91.91.

FDC 4/783 FI/T /OGG/KAHULUI KAHULUI HI ILS RWY 2  
AMDT 17 ADD 2ND ALTERNATE MISSED APPROACH  
QUOTE..OR WHEN DIRECTED BY ATC .CLIMB TO 3000 ON  
LOC 024 NE COURSE THEN CLIMBING RIGHT TURN TO 5000  
VIA OGG LOC 204 NE COURSE AND LOC 204 SW COURSE TO  
CAMPS INT AND HOLD W LT 095 INBOUND UNQUOTE.

FDC 4/1010 FI/P AWY HI V15 BETWEEN SOUTH KAUAI HI  
VORTAC AND HONOLULU HI VORTAC MEA 5000 V13 BETWEEN  
LIHUE HI VORTAC AND KOKO HEAD HI VORTAC MEA 4000,  
V2 BETWEEN SOUTH KAUAI HI VORTAC AND LIHUE HI  
VORTAC MEA 5000 LIHUE HI VORTAC AND MOREY HI FIX  
MEA 3000 SE END 4000 NW BND MOREY HI FIX AND BROMS  
HI FIX MEA 3000 MOCA 1200.

FDC 4/1059 FI/P /LIH/LIHUE LIHUE HI. CORRECT U.S.  
GOVERNMENT FLT INFO PUB. PACIFIC CHART SUPPLEMENT  
DEPARTURE PROCEDURES/TAKEOFF MINIMUMS TO READ AS  
FOLLOWS..TAKEOFF MINIMUMS: RWYS 3/17/35 STANDARD  
RWY 21 CAT A/B 1600-2. CAT C/D/E/ 2200-2 OR  
STANDARD WITH MINIMUM CLIMB OF 497 FT PER NM TO

1800 CAT A/B AND 551 FT PER NM TO 2400 CAT C/D/E  
RWY 21 WHEN SPECIAL IFR DEPARTURE USED 600-2 OR  
STANDARD WITH MINIMUM CLIMB OF 389 FT PER NM TO  
1000 IFR DEPARTURE PROCEDURE RWY 3 CLIMB RUNWAY  
HEADING TO 500 THEN CLIMBING RIGHT TURN AS CLEARED  
RWY 21 IMMEDIATE CLIMBING LEFT TURN HEADING 120  
THEN CLIMB AS CLEARED RWY 35 CLIMBING RIGHT TURN  
TO 500 THEN CLIMB AS CLEARED RWY 17 CLIMBING LEFT  
TURN TO 500 THEN CLIMB AS CLEARED SPECIAL IFR  
DEPARTURE PROCEDURES RWY 21 IMMEDIATE CLIMBING  
LEFT TURN HEADING 120 TO LIH R-150 THEN AS  
CLEARED TURN MUST BE STARTED PRIOR TO LIH O 7 DME  
AND MAINTAINED AT OR WITHIN LIH O 7 DME UNTIL  
HEADING 120 AND CROSSING LIH R-150 CAUTION  
PRECIPITOUS TERRAIN TO 2297 FT IN SW QUADRANT FROM  
AIRPORT

FDC 4/1281 FI/P AWY HI V7 MOANA INT, HI TO LANAI  
VORTAC HI. DELETE PUBLISHED MOCA

FDC 3/2575 FI/T AWY V16-21 PEBLE INT TO MAKAI INT  
MEA 5000 FT AMSL

\*\*\* NORTHWEST \*\*\*

#### IDAHO

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 3/696 FI/T /IDA/ FANNING FIELD IDAHO FALLS, ID.  
ILS RWY 20 AMDT 4 TRML RTE DBS VORTAC TO UCONN LOM  
NA

FDC 3/1589 FI/T COE/COEUR D ALENE AIR TERMINAL  
COEUR D ALENE ID. ILS RWY 5 AMDT 1 ADD NOTE .GS  
UNUSABLE BELOW 2470

FDC 2/2501 FI/T /IDA / FANNING FIELD IDAHO FALLS  
ID LOC BC RWY 2 AMDT 1 ADD NOTE. DISREGARD GLIDE  
SLOPE INDICATIONS

FDC 1/1899 FI/T /TWF/ TWIN FALLS CITY-COUNTY ARPT  
JOSLIN FLD/ TWIN FALLS/ ID NDB RWY 25 AMDT 4/ ILS  
RWY 25 AMDT 5 WHEN TWF ATCT NOT IN OPN ALTN MINS  
NA

#### MONTANA

[NOTICES TO AIRMEN]

#### CUT BANK

CUT BANK VORTAC (CTB) UNMONITORED AND WITHOUT VOICE  
WHEN CTB FSS CLSD. CUT BANK NDB (CTB) UNMONITORED  
WHEN CTB FSS CLSD CUT BANK FSS HRS 0600-2200 LCL  
OTHER HRS CTC GREAT FALLS FSS. (4/84)

#### GLASGOW

GLASGOW VOR (GGW) DME CMSND EFFECTIVE 05 JULY 84.  
(6/84)

#### HAVRE

HAVRE VOR (HVR) DME CMSND EFFECTIVE 30 AUGUST 84.  
(6/84)

## HELENA

HELENA REGIONAL ATCT-A/C APCH/DEP 0600-2200 LCL  
(5/84)

## SHELBY

SHELBY NDB (SBX) UNMONITORED WHEN CTB FSS CLSD  
(4/84)

### [FDC NOTAMS]

FDC 4/74 FI/T /HLN/HELENA REGIONAL HELENA MT  
STANDARD INSTRUMENT DEPARTURE- STAKK ONE  
DEPARTURE/PILOT NAV/PROC NA FOR RWY 26 DEPARTURES

FDC 4/995 FI/T /CTB/BUTBANK MUNI, BUTBANK, MT VOR  
RWY 31 AMDT 11, WHEN CTB FSS CLOSED PROC AND ALTN  
MINS NA

FDC 3/1583 FI/T /MSO/ MISSOULA COUNTY MISSOULA MT  
ILS-1 RWY 11 AMDT 7 AND ILS-2 RWY 11 AMDT 3 GS  
UNUSBL BELOW 3500

FDC 3/1804 FI/T /BTM/ BERT MOONEY, BUTTE MT  
LOC/DME RWY 15, AMDT 3 SI-15 AND CIRCLING VIS MINS  
2 1/2 MILES FOR CAT A AND B ALTN MINS 1500-3 FOR  
CAT A AND B

FDC 3/2199 FI/T /SDY/ SIDNEY-RICHLAND MUNI SIDNEY  
MT NDB/DME RWY 1 ORIG PROC NA

FDC 2/375 FI/T /GGW/ GLASGOW INTL, GLASGOW, MT NDB  
RWY 12, AMDT 2 AND NDB RWY 30 AMDT 2 PROCS NA

FDC 1/1898 FI/T /GTF/ GREAT FALLS INTL/ GREAT  
FALLS/ MT, NDB RWY 34 AMDT 13/ ILS RWY 3 ORIG/ ILS  
RWY 34 AMDT 17 WHEN GTF ATCT NOT IN OPN ALTN MINS  
NA

FDC 1/3193 FI/T /SBX/ SHELBY SHELBY MT NDB RWY 23  
AMDT 3 ALTN MIN NA WHEN CTB FSS CLSD.

FDC 1/3199 FI/T /CTB/ CUT BANK MT VOR RWY 31 AMDT  
11 PROC NA WHEN CTB FSS CLSD EXCEPT FOR OPERATORS  
WITH APPROVED WEA REPORTING SERVICE

## OREGON

### [NOTICES TO AIRMEN]

## ONTARIO

ONTARIO MUNI: APCH/DEP SERVICE PROVIDED BY SALT  
LAKE CITY ARTCC ON FREQS 126.35/360 6 (4/84)

### [FDC NOTAMS]

FDC 4/385 FI/T /BKE/BAKER MUNICIPAL, BAKER, OR  
VOR/DME RWY 12, AMDT 9 PROCEDURE TURN NA.

FDC 4/584 FI/T /TTD/PORTLAND-TROUTDALE/PORTLAND/OR  
IFR DEP PROC. CHANGE NE-BOUND V448S TO NE-BOUND  
V468.

FDC 4/1014 FI/T /PDX/PORTLAND INTERNATIONAL  
PORTLAND OR, LOC/DME RWY 20 AMDT 3 PROC NA.

FDC 3/242 FI/T /RDM/ ROBERTS FIELD REDMOND, OR ILS  
RWY 22 ORIG TRML RTE R-346 RDM VORTAC CW TO LOC  
COURSE VIA RDM VORTAC 22 DME ARC ALT 7800

FDC 3/274 FI/T /MFR/ MEDFORD-JACKSON COUNTY  
MEDFORD, OR VOR/DME RWY 14 ORIG, SI MDA 2000/HAT  
691 VIS 2400 RVR CAT A.

FDC 3/1229 FI/T /DLS/ THE DALLES MUNI THE DALLES  
OR VOR/ DME-A AMDT 2 MDA 1940/ HAA 1697 ALL CATS  
VIS CAT A 1 1/4 CAT B 1 1/2 CAT C/D 3

FDC 3/1404 FI/T /RBG/ ROSEBURG MUNI ROSEBURG OR  
IFR DEPARTURE PROCEDURE CHANGE V287E TO V448 AND  
V23W TO V495

FDC 3/1671 FI/T /PDX/ PORTLAND INTL PORTLAND OR  
LOC BC RWY 10L AMDT 11. DISREGARD GS INDICATIONS

FDC 3/1968 FI/T /PDX/PORTLAND INTERNATIONAL,  
PORTLAND, OR VOR-A AMDT 6 CIRCLING CAT A MDA  
860/HAA 834/VIS 1 CAT B MDA 900/HAA 874/ VIS 1 1/4,  
CAT C MDA 900/HAA 874/VIS 2 1/2, CAT D MDA 1140/HAA  
1144/ VIS 3, DME MINIMA CAT C MDA 720/HAA 684/VIS  
2, CAT D MDA 980/HAA 954/VIS 3 ALTN MINS 1200-3  
PDX 6 DME FIX 860

FDC 3/1980 FI/T /EUG/ MAHLON SWEET FIELD EUGENE OR  
VOR/DME OR TACAN RWY 3 AMDT 2 SI MINS NA AT NIGHT  
WHEN ATCT CLOSED

FDC 3/2027 FI/T /AST/ PORT OF ASTORIA, ASTORIA OR  
VOR RWY 13 AMDT 12 PROC NA

FDC 2/2081 FI/T /PDT / PENDLETON MUNI PENDLETON OR  
ILS RWY 25 AMDT 21 SI VIS 3/4 ALL CATS FAR 135  
AUTH RWY 25 3/4 MILE

FDC 1/2136 FI/T /MFR/ MEDFORD-JACKSON COUNTY ARPT  
MEDFORD OR ILS RWY 14 AMDT 10 AND LOC /DME BC-B  
AMDT 3 WHEN MFR ATCT NOT IN OPN ALTN MINS NA

FDC 1/2248 FI/T /PDT/ PENDLETON MUNI/ PENDLETON/  
OR NDB-A AMDT 5/ ILS RWY 25 AMDT 21 WHEN PDT ATCT  
NOT IN OPN ALTN MINS NA.

FDC 1/2769 FI/T /LMT/ KINGSLEY FLD KLAMATH FALLS,  
OR. VOR /DME RWY 14 /TAC/ ORIG AND VOR /DME RWY 32  
/TAC/ ORIG CAT A AND B CIRCLING MDA 4980/HAA  
888/VSBY 1 1/4 CAT C CIRCLING MDA 4980/HAA 888 VSBY  
2 3/4

## WASHINGTON

### [NOTICES TO AIRMEN]

## MOSES LAKE

MOSES LAKE VOR (MWH)DME CMSND EFFECTIVE 30 AUGUST  
84 (6/84)

## SPOKANE

FELTS NDB (SFF) CMSND EFFECTIVE 30 AUG 84 (4/84)

MARSHALL NDB (MZS) DCMSND EFFECTIVE 30 AUG 84.  
(5/84)

### [FDC NOTAMS]

FDC 4/59 FI/T /KLS/ KELSO-LONGVIEW AIRPORT, KELSO,  
WA NDB-A AMDT 1 CIRCLING NA NE OF RWY 11-29

FDC 4/380 FI/T /ELN/BOWERS FIELD, ELLENSBURG, WA.  
IFR DEPARTURE PROCEDURE CHANGE S-BOUND V25/25W TO  
READ S-BOUND V25/V468 AND CHANGE W-BOUND V2/V25 TO  
W-BOUND V2/V187.

FDC 4/382 FI/T /S44/ SPANAWAY, SPANAWAY, WA IFR  
DEPARTURE PROCEDURE CHANGE E-BOUND V45 TO E-BOUND  
V187

FDC 4/582 FI/T /GOS/PEARSON AIRPARK, VANCOUVER/WA.  
IFR DEP PROC CHANGE NE-BOUND V448S TO V468

FDC 4/583 FI/T /PSC/TRI-CITIES/PASCO/WA IFR DEP  
PROC CHANGE SE-BOUND V4N-V112W-V298 TO SE-BOUND  
V298 AND W-BOUND V298/ V298N TO W-BOUND V298/V204

FDC 4/640 FI/T /MWH/MOSES LAKE, WA VOR V448 RUBEL  
INT TO MWH VOR MEA 4000 NE-BOUND, 6000 SW-BOUND

FDC 4/1015 FI/T /BFI/BOEING FIELD/KING COUNTY INTL  
SEATTLE WA NDB-A AMDT 6 MINS CATS A/B MDA 900/HAA  
883 VIS 11/4 CAT C MDA 900/HAA 883 VIS 23/4 MIN ALT  
AT MM 1540 VICE 1120 NDB-A AMDT 6 AND ILS RWY 13R  
AMDT 22 ADD NOTE MAINTAIN 2300 OR ABOVE UNTIL  
ESTABLISHED OUTBOUND ON PROC TURN NDB-B AMDT 5 AND  
LOC BC RWY 31L AMDT 8 MISSED APCH HOLDING ALT 2300  
VICE 2200. TMPRY CRANE 1215 FT 3 9 NW OF ARPT  
DURATION APPROX 180 DAYS

FDC 4/1145 FI/T /SEA/SEATTLE-TACOMA INTL, SEATTLE,  
WA NDB RWY 16L/R AMDT 3 TRML RTS PAE VOR TO PARKK  
LOM PROC TURN RQR AND MIN ALT 2300 VICE 2000 LOFAL  
INT TO PARKK LOM AN SEA VORTAC TO PARKK LOM MIN ALT  
2300 VICE 2000 PROC TURN MIN ALT 2300 VICE 2000  
NDB RWY 34L/R AMDT 4 AND ILS RWY 34R AMDT 8 MISSED  
APCH HOLDING ALT 2300 VICE 2000 VOR RWY 16L/R AMDT  
8 TRML RTS PAE VOR TO PARKK LOM PROC TURN RQRD AND  
MIN ALT 2300 VICE 2000 SEA VORTAC TO PARKK LOM MIN  
ALT 2300 VICE 2000 PROC TURN ALT 2300 VICE 2000  
TMPRY CRANE 1215 FT 8 5 NW OF ARPT.

FDC 4/1298 FI/T /BFI/BOEING FIELD/KING COUNTY INTL  
SEATTLE WA. ILS RWY 13R AMDT 22 MINIMUM ALTITUDE  
AT MM/I-BFI 3 4 DME 1000 VICE 960 LOC ONLY  
REASON TMPRY 1215 FEET MSL CRANE 3 7 NM NNW RWY  
13R THR.

FDC 4/1300 FI/T /SFF/FELTS FIELD SPOKANE WA VOR RWY  
3L ORIG SI VIS CAT A 1 1/4 CAT B 1 1/2 CAT C/D 3.  
ALL CATS HAT 955 TD2 ELEV RWY 3L 1945 NDB-B AMDT 1  
VOR RWY 3L ORIG VOR/DME-A AMDT 3 CIRCLING CAT-A MDA  
3020 HAA 1067 VIS 1 1/4 CAT B MDA 3080 HAA 1127 VIS  
1 1/2 CAT C/D MDA 3080 HAA 1127 VIS 3 ALTN MINS  
NDB-B VOR/DME-A AND VOR RWY 3L 1200-3 RADAR-1 NA

FDC 3/426 FI/T /SEA/ SEATTLE WA VORTAC V-4, V-495  
SEA VORTAC TO LOFAL INT MEA 6000, V-4 LOFAL INT TO  
JAWBN INT MEA 7500 V-495 LOFAL INT TO DISCO INT MEA  
7500. V-287 PAE VOR TO LOFAL INT MEA 5000 WESTBOUND  
3000 EASTBOUND

FDC 3/545 FI/T /OLM/ VORTAC WA V165 LOATH INT TO  
OLM MEA 6000, V287 PDX VORTAC TO OLM MEA 6000, V23  
PDX VORTAC TO MCKEN INT MEA 6000, MALAY INT MRA  
9500

FDC 3/739 FI/T /BFI/ BOEING FIELD KING COUNTY INTL  
SEATTLE, WA LOC BC RWY 31L AMDT 8 MSA FROM SEA  
VORTAC 180-360 3400

FDC 3/740 FI/T /SEA/ SEATTLE-TAKOMA INTL SEATTLE,  
WA. NDB RWY 16L/R AMDT 3 MSA FROM PARKK LOM 180-360  
4500 NDB 34R AMDT 4 ILS RWY 34R AMDT 8 MSA FROM  
DONDO LOM 180-360 3400 VOR RWY 16L/R AMDT 8 VOR  
RWY 34L/R AMDT 5 MSA FROM SEA VORTAC 180-360 3400.

FDC 3/754 FI/T /OLM/ OLYMPIA OLYMPIA, WA VOR/DME  
RWY 35 AMDT 10, TRML RTE WINLO INT TO CETRA INT NA.

FDC 3/1352 FI/T /S19/ FRIDAY HARBOR ARPT FRIDAY  
HARBOR WA. ASR ORIG MISSED APCH PROC CLIMBING RT  
TO 2000 VIA HEADING 130 FOR RADAR VECTORS

FDC 3/1353 FI/T /76S/ OAK HARBOR AIR PARK OAK  
HARBOR WA. ASR RWY 25 ORIG MISSED APCH PROC  
CLIMBING LT TO 2000 VIA HEADING 150 FOR RADAR  
VECTORS.

FDC 3/1408 FI/T /BFI/ BOEING FIELD/KING COUNTY  
INTL, SEATTLE, WA ILS RWY 13R, AMDT 22, TRML ROUTE

PAINE VOR TO NOLLA LOM NA LOC UNUSBL BEYOND 20  
DEGS EAST OF I-BFI LOC CRS LOC BC RWY 31L AMDT 8,  
PROC TURN NA RADAR REQUIRED LOC UNUSBL BEYOND 20  
DEGS EAST OF I-BFI LOC CRS

FDC 3/1670 FI/T /60S/ PEARSON AIRPARK VANCOUVER WA  
LDA BC RWY 8 AMDT 2 DISREGARD GS INDICATIONS

FDC 3/2007 FI/T /TIW/ TACOMA NARROWS TACOMA WA. ILS  
RWY 17 AMDT 4 TERMINAL ROUTE CARRO INT TO SCENN  
OM/INT NA

FDC 3/2127 FI/T /MWH/ GRANT COUNTY, MOSES LAKE, WA  
VOR V 3 AMDT 3 SI 3 MDA 1600/HAT 415 CAT A/B/C/D  
CAT C VIS 1 1/4

FDC 2/2714 FI/T /HQM/ BOWERMAN HOQUIAM, WA LOC RWY  
24 AMDT 1 VOR RWY 6 AMDT 12, VOR/DME RWY 24 AMDT  
3, NA WHEN HQM FSS CLSD

FDC 2/2725 FI/T /HQM/ HOQUIAM, WA VORTAC THE  
FOLLOWING MEA IS EFFECTIVE WHEN HQM FSS CLSD V187  
OLM TO RINDS INT 5000 SOUTHWEST BOUND USE OF V112  
HQM TO AST NA

FDC 2/2731 FI/T /MWH/ GRANT COUNTY AIRPORT/ MOSES  
LAKE, WA RNAV RWY 21 AMDT 5 CHANGE TRML RTE BRG  
FROM EASEL WP TO MALEE WP TO 258 DEGS VICE 274  
DEGS

FDC 1/2989 FI/T /BFI/ BOEING FLD/ KING COUNTY INTL/  
SEATTLE WA NDB-A AMDT 6 ILS RWY 13R AMDT 22 LOC BC  
RWY 31L AMDT 8. WHEN BFI ATCT NOT IN OPN ALTN MINS  
NA

#### WYOMING

[NOTICES TO AIRMEN]

#### AFTON

AFTON MUNI ARPT. RWY 16/34 CHANGED TO 16L/34R. 4680  
FT BY 75 FT. (5/84)

#### BIG PINEY

BIG PINEY MUNI ARPT. RWY 08/26 CLSD INDEFLY. (5/84)

#### CASPER

JOHNO NDB (CP) CMSND. (5/84)

#### CODY

E E FAUST REGIONAL ARPT. RWY 04/22 8505 FT BY 100  
FT. (5/84)

#### FORT BRIDGER

FORT BRIDGER ARPT. RWYS 06/24 & 16/34 CLSD INDEFLY.  
(5/84)

#### GILLETTE

GILLETTE-CAMPBELL COUNTY ARPT RWY 15/33 CHANGED TO  
16/34 (4/84)

[FDC NOTAMS]

FDC 4/199 FI/T /RIW/RIVERTON REGIONAL, RIVERTON,  
WY. ILS RWY 28 ORIG, VOR RWY 10 AMDT 7 VOR RWY 28  
AMDT 7 CHANGE NOTE PERTAINING TO ALSTG ONLY TO  
READ: WHEN LOCAL ALSTG NOT AVBL USE LANDER ALSTG  
AND INCREASE ALL DHS AND MDAS 80 FT WHEN NEITHER  
AVBL PROC NA ACTIVATE HIRL RWY 10-28 ON UNICOM.  
ALL OTHER NOTES REMAIN AS PUBLISHED.



FDC 3/2304 FI/T /CYS/ CHEYENNE MUNI CHEYENNE WY  
ILS RWY 26 AMDT 30 TERMINAL ROUTES. EGBER INT TO  
HORSE LOM AND CARRI INT TO CRIMS INT AND CRIMS INT  
TO COLLA INT NA

FDC 3/2457 FI/T /GCC/ GILLETTE-CAMPBELL COUNTY,  
GILLETTE, WY LOC RWY 33 AMDT 1 REDESIGNATED LOC  
RWY 34 AMDT 1, VOR RWY 15 AMDT 4 REDESIGNATED VOR  
RWY 16 AMDT 4

FDC 3/2630 FI/T /RIW/ RIVERTON REGIONAL, RIVERTON,  
WYOMING VOR RWY 10 AMDT 7, VOR RWY 28 AMDT 7 CAT  
A/B/C, CIRCLING HAA 455 CAT D CIRCLING MDA 6080 HAA  
555 VOR RWY 28 AMDT 7 S-28 HAT ALL CATS 324 TDZE  
RWY 28 5456

FDC 2/1451 FI/T /CYS/ CHEYENNE CHEYENNE WY ILS RWY  
26 AMDT 30 WHEN ATCT CLSD SSALR BECOMES SALS AND  
THE FOLLOWING VIS MINS APPLY - S-ILS 26 CAT A /B /C  
/D 3/4 MILES S-LOC 26 CAT A /B /C 3/4 MILES CAT D  
1 MILE ALTN MINS NA

FDC 1/1567 FI/T /CPR/ NATRONA COUNTY INTL/ CASPER  
WY ILS RWY 7 AMDT 21 SI CAT D NA

\*\*\* SOUTHWEST \*\*\*

#### ARIZONA

[NOTICES TO AIRMEN]

#### RIMROCK

RIMROCK ARPT: CLSD TO PUBLIC USE (5/84)

#### TUCSON

TUCSON INTL ARPT. RWY 21 THR NO LONGER DSPLCD  
(5/84)

[FDC NOTAMS]

FDC 4/932 FI/T /CGZ/ CASA GRANDE MUNI, CASA GRANDE,  
AZ. VOR RWY 5 ORIG CHANGE MISSED APPROACH POINT  
TO 7.8 MILES AFTER CZG VORTAC DR AT CZG 7.8 DME.  
FAF TO MAP 7.8 NM

FDC 4/1054 FI/P /CGZ/CASA GRANDE MUNI, CASA GRANDE,  
AZ ILS/DME RWY 5 ORIGINAL. CHANGE NOTE TO READ  
USE WILLIAMS AFB ALTIMETER SETTING. WHEN NOT  
AVAILABLE USE PHOENIX ALTIMETER SETTING AND  
INCREASE ALL DH/MDA'S 60 FEET THIS IS AMDT 1

FDC 4/1055 FI/T /CGZ/CASA GRANDE MUNI, CASA GRANDE,  
AZ. VOR RWY 5 ORIG. CHANGE MISSED APPROACH POINT  
TO 7.8 MILES AFTER CZG VORTAC DR AT CZG 7.8 DME.  
FAF TO MAP 7.8 NM CHANGE NOTE TO READ: USE  
WILLIAMS AFB ALTIMETER SETTING. WHEN NOT AVAILABLE  
USE PHOENIX ALTIMETER SETTING AND INCREASE ALL MDAS  
60 FEET.

FDC 4/1066 FLIGHT RESTRICTION 5 NAUTICAL MILE  
RADIUS OF THE CASA GRANDE/AZ VORTAC /CZG/057  
DEGREE RADIAL AT 054 NAUTICAL MILES EFFECTIVE AT  
1300 GMT MAY 16 1984 UFN PURSUANT TO FEDERAL  
AVIATION REGULATION 91.91 TEMPORARY FLIGHT  
RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET  
ABOVE GROUND LEVEL PHOENIX/AZ /PHX/ IS  
COORDINATING FLIGHT SERVICE STATION

FDC 3/1766 FI/T /FLG/ PULLIAM/ FLAGSTAFF/ AZ  
VOR/DME RWY 21 AMDT 1 PROC NA

FDC 2/2815 FI/T /FHU/ LIBBY AAF/SIERRA VISTA MUNI/  
FORT HUACHUCA/ SIERRA VISTA, AZ NDB-B AMDT 1/VOR-A  
AMDT 1 WHEN LOCAL ALTM NOT AVAILABLE PROC NA.

#### CALIFORNIA

[NOTICES TO AIRMEN]

#### APPLE VALLEY

APPLE VALLEY ARPT. TFC PATTERN ALTITUDE 400 FT AGL.  
NEW RWY 18U/36U 1038 FT BY 40 FT. (5/84)

#### LIVERMORE

LIVERMORE MUNI ARPT. ATIS HRS 0800-2100 LCL  
(5/84)

#### OAKLAND

METROPOLITAN OAKLAND INTL. ATCT HRS OF OPERATION  
(NORTH COMPLEX) 0700-2200 LCL (5/84)

#### OXNARD

OXNARD ARPT. ACTIVATE MRL RWY 07/25 AND ALS RWY  
25 WHEN ATCT CLSD 120 O (4/84)

#### REEDLEY

REEDLEY MUNI ARPT RWY 15/33 NOW 3300 FT BY 50 FT.  
(5/84)

#### RIALTO

RIALTO MUNI/MIRO FLD/ARPT RWY 35 THR DSPLCD 110  
FT (5/84)

#### SAN DIEGO/EL CAJON

GILLESPIE FLD RWY 17/35 CLSD TIL 15 AUG 84. (5/84)

#### DAGGETT

BARSTOW-DAGGETT ARPT: RWY 03U/21U NAME CHANGED TO  
05U/23U TRAFFIC PATTERN ALTITUDE RWY 05U/23U 400  
FT AGL (5/84)

#### SAN FRANCISCO

SAN FRANCISCO INTL ARPT. RWY 19L SALSF CHANGED TO  
SSALS. (4/84)

#### STOCKTON

STOCKTON METROPOLITAN ARPT: RWY 29R SSALR CHANGED  
TO MALSR. (4/84) ARPT CLSD TO TGL/PLA 2300-0600 LCL  
EXCEPT BY PPR PART 36 ACFT. (5/84)

#### TWENTYNINE PALMS

TWENTYNINE PALMS VORTAC (TNP) UNMONITORED & WITHOUT  
VOICE WHEN FSS CLSD (5/84)

[FDC NOTAMS]

FDC 4/87 FI/T /SAN/ SAN DIEGO INTL-LINDBERG FIELD, SAN DIEGO, CA NDB RWY 27, ORIG PROCEDURE NA

FDC 4/164 FI/T /FAT/FRESNO AIR TERMINAL, FRESNO, CA LOC BC RWY 11L, AMDT 4 SI VIS RVR 5000 CAT A,B AND C RVR 6000 CAT D

FDC 4/189 FI/T /FAT/FRESNO AIR TERMINAL, FRESNO CA EFF 2300-0600 LCL DAILY NDB RWY 29R AMDT 20 SI 29R NA CIRCLING CATS C/D NA VOR RWY 11L AMDT 7 SI 11L NA CIRCLING CATS C/D NA ILS RWY 29R AMDT 26, LOC BC RWY 11L AMDT 4, HI-ILS 1 RWY 29R, HI-ILS 2 RWY 29R, HI-LOC BC RWY 11L, PROC NA

FDC 4/261 FI/T /TVL/ SOUTH LAKE TAHOE SOUTH LAKE TAHOE CA LDA/DME RWY 18 AMDT 1 WHEN LTA VORTAC OUT OF SERVICE THE FOLLOWING MISSED APPROACH APPLIES CLIMBING RIGHT TURN TO 12000 HEADING 035 TO INTERCEPT I-TVL NORTH COURSE TO SHOLE DME/I-TVL 10.4 AND HOLD HOLD NORTH 4 NM LEG RIGHT TURN 170 INBOUND MAXIMUM HOLDING AIRSPEED 230K UNTIL 12000

FDC 4/298 FI/T /ACV/ARCATA, ARCATA-EUREKA CA. VOR/DME RWY 1 AMDT 4 ILS RWY 31 AMDT 24, VOR RWY 13 AMDT 5 CHANGE MISSED APCH ALT TO 3000 VICE 2000. NDB-A AMDT 5 MISSED APCH CLIMBING LEFT TURN TO 3000 VIA 294 BRG FROM CV LMM TO TRAIL INT AND HOLD NORTH RIGHT TURN 161 INBOUND

FDC 4/329 FI/T /TVL/SOUTH LAKE TAHOE SOUTH LAKE TAHOE CA WHEN LTA VORTAC OUT OF SERVICE THE FOLLOWING DEPARTURE PROCEDURE APPLIES. TKOF MINS RWY 18 3000-3 OR 1200-3 WITH MIN CLIMB OF 350 FT PER NM TO 10000 RWY 36 3000-3 OR STANDARD WITH MIN CLIMB OF 350 FT PER NM TO 10000 MAXIMUM AIRSPEED 230K UNTIL 12000 IFR DPTR PROC RWY 18 TURN RIGHT, CLIMB VISUALLY TO CROSS NORTH END OF RWY TO INTERCEPT I-TVL NORTH COURSE TO SHOLE 10.4 DME. RWY 36 INTERCEPT I-TVL NORTH COURSE TO SHOLE 10.4 DME ALL ACFT CONTINUE CLIMB IN SHOLE 10.4 DME HOLDING PATTERN, NORTH 4 NM LEG, RIGHT TURNS, 170 DEG INBOUND I-TVL NORTH COURSE TO 12000, CONTINUE CLIMB TO 13000 ON HEADING 090 AND INTERCEPT V28..OR DEPART HEADING AS ASSIGNED BY ATC FOR RADAR VECTOR TO ON COURSE NOTE DME REQUIRED FOR DEPARTURE AIR CARRIER REDUCTION NOT AUTHORIZED NIGHT TKOF RWY 18 NOT AUTHORIZED

FDC 4/479 FI/T /TVL/SOUTH LAKE TAHOE SOUTH LAKE TAHOE CA LDA/DME RWY 18 AMDT 1, ALT 13000 VIS 12000 REND VORTAC TO KINGS INT, ACTIVATE MALSR AND MIRL RWY 18-118 4 VOR/DME-A AMDT 1 ACTIVATE MALSR AND MIRL RWY 18-118 4.

FDC 4/631 FI/T /SRF/HAMILTON FIELD SAN RAFAEL CA. OOD FLT INFO PUB/TERMINAL/VOR-A AMDT 3 COR MSA TO SGD VORTAC FROM 090-180 5000 FEET AND FROM 180-090 4000 FEET.

FDC 4/860 FI/T /SJC/SAN JOSE MUNI SAN JOSE CA LOC/DME RWY 30L AMDT 5 .SI MDA 620 HAT 566 ALL CATEGORIES TMPRY CRANE 358 FT MSL 2 O SE

FDC 4/900 FI/T /ACV/ ARCATA ARCATA-EUREKA CA NDB-A AMDT 5 ILS RWY 31 AMDT 24. TERMINAL ROUTE TRIAL INT TO CV LMM 114 DEG/8 6. CHANGE NDB-A MISSED APCH BRG TO TRIAL INT TO 294

FDC 4/951 FI/T /AWY CA V442 CLIPP INT TO PKE VORTAC NA.

FDC 4/1179 FI/T /ACV/ARCATA ARCATA-EUREKA CA VOR RWY 13 AMDT 5..CHANGE MAKE UP - WHEEL FIX TO FOT R-341/27 B.

FDC 4/1225 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE GORMAN/GMN/CA VORTAC 268 DEGREE RADIAL AT 016 NAUTICAL MILES PURSUANT TO FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT RESTRICTION ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL BAKERSFIELD /BFL/IS COORDINATING FLIGHT SERVICE STATION EFFECTIVE 282005-UFN

FDC 4/1251 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE PARADISE CA /PDZ/VORTAC 119 DEGREE RADIAL AT 050 NAUTICAL MILES PURSUANT TO FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL ONTARIO CA /ONT/IS COORDINATING FLIGHT SERVICE STATION

FDC 4/1303 FI/T /SNA/SANTA ANA, JOHN WAYNE-ORANGE COUNTY, CA VOR RWY 19R AMDT 21 PROCEDURE NA

FDC 3/1093 FI/T /SLI/ LOS ALAMITOS AAF LOS ALAMITOS CA, VOR OR TACAN RWY 22L AMDT 4 PROC AUTH FOR VOR ONLY

FDC 3/1947 FI/T /HAF/ HALF MOON BAY HALF MOON BAY CA RNAV-A ORIG. MDA 860 AND HAA 793 CAT A-B+C AND VIS CAT C 2 1/4

COLORADO

[NOTICES TO AIRMEN]

AKRON

AKRON VORTAC (AKO) VOR VOICE RTS. (5/84)

ASPEN

ASPEN-PITKIN CO/SARDY FLD/ARPT RWY 15/33 MIRL CMSND. (5/84)

BUFFALO CREEK

BUFFALO CREEK EMERGENCY EVACUATION HELIPORT FACILITY ABANDONED. (4/84)

ELLICOTT

ELLICOTT INTL ARPT NAME CHANGED TO ELLICOTT. (5/84)

FORT COLLINS/LOVELAND/

FORT COLLINS-LOVELAND MUNI ARPT: RWY 06/24 CLSD INDFLY (5/84)

[FDC NOTAMS]

FDC 4/124 FI/T /DEN/STAPLETON INTL, DENVER CO. LDA/DME RWY 35R ORIG PROC NA.

FDC 4/625 FI/T /CAG/CRAIG-MOFFAT CRAIG CO VOR RWY 25 AMDT 1 VOR/DME RWY 7 AMDT 1 PROCS NA.

FDC 4/919 FI/T /FNL/FORT COLLINS-LOVELAND MUNI, FORT COLLINS (LOVELAND) CO. NDB RWY 33 AMDT 2, ILS RWY 33 AMDT 3, VOR/DME-A AMDT 4, RNAV RWY 15 AMDT 2, RNAV RWY 33 AMDT 3. LOCAL ALSTG NA

FDC 4/1161 FI/T /CEZ/CORTEZ-MONTEZUMA COUNTY CORTEZ CO VOR RWY 21 AMDT 4 CHANGE ALTN MINS TO STANDARD EXCEPT CAT D 900-3. ALTN MINS NA WHEN CORTEZ ALSTG NOT AVBL EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE

FDC 4/1302 FI/T /AIRWAYS COLORADO V-95 GUNNISON CO.  
VORTAC TO KIOWA CO VORTAC MRA GUC TO COP GUC 50  
DME 16200

FDC 3/1819 FI/T /APA/ ARAPAHOE COUNTY/ DENVER/ CO  
ILS RWY 34R AMDT 2/LOC/DME MINIMA/CIRCLING MDA 6420  
HAA 548 CATS A/B/C RNAV RWY 28 AMDT 2/CIRCLING  
MDA 6420 HAA 548 CATS A/B/C TPRY 6103 MSL CRANE 1  
NM SOUTH OF ARPT

#### NEVADA

[NOTICES TO AIRMEN]

#### LAS VEGAS

NORTH LAS VEGAS AIR TERMINAL. ATIS HRS 0600-2000  
LCL. (45/84)

#### LOVELOCK

DERBY FIELD RWY 07/25 CLSD. LIRL RWY 07/25 OTS AND  
SOUTH 2000 FT RWY 01/19 CLSD INDEFLY (4/84)

#### RENO

RENO CANNON INTL ARPT: RWY 07/25 CLSD UNTIL 01 AUG  
84. (4/84)

[FDC NOTAMS]

FDC 4/84 FI/T /RNO/ RENO CANNON INTL RENO NV. RWY  
16/34 RENUMBERED 16R/34L HI-ILS RWY 16 CHANGED TO  
HI-ILS RWY 16R. HI-LOC-1 RWY 16 CHANGED TO HI-LOC-1  
RWY 16R ADD RWY 16L-34R TO CAT E CIRCLING  
RESTRICTION HI-LOC/DME BC-B ADD RWY 16L/34R TO CAT  
E CIRCLING RESTRICTION.

FDC 4/1002 FI/T /EKO/ELKO MUNI-J.C. HARRIS  
FIELD/ELKO/NV. LDA/DME RWY 23 ORIG PROCEDURE NA.

FDC 4/1051 FI/P /EKO/ELKO MUNI-J.C. HARRIS FIELD.  
ELKO, NV. VOR/DME-B AMDT 1. ADD NOTE - DESCEND IN  
HOLDING PATTERN TO 11000 BEFORE COMMENCING  
PROCEDURE TURN. THIS BECOMES AMDT 2.

FDC 3/212 FI/T /LWL/ HARRIET FLD WELLS, NV. VOR RWY  
8 AMDT 1 PROC NA.

#### UTAH

[NOTICES TO AIRMEN]

#### VERNAL

VERNAL VOR (VEL) DME CMSNO EFFECTIVE 30 AUGUST 84  
(6/84)

[FDC NOTAMS]

FDC 4/184 FI/T /BMC/BRIGHAM CITY BRIGHAM CITY UT.  
NDB RWY 34 AMDT 3 ACTIVATE REIL RWY 34 AND MRL RWY  
16-34 UNICOM.

FDC 4/697 FI/T /PVU/PROVO MUNI, PROVO UT. ILS RWY  
13 AMDT 1 SI-ILS VIS 1 MI ALL CATS SI-LOC VIS 1 MI  
CATS A,B, AND C, DIKE 4519 MSL 450 FT WNW THLD RWY  
13.

FDC 3/2045 FI/T /BCE/ BRYCE CANYON, BRYCE CANYON  
UT. TAKEOFF MINIMUMS AND DEPARTURE PROCEDURE RWY  
21 400-1, RWY 3 500-1, AIR CARRIER REDUCTION NOT  
AUTHORIZED RWY 21 RIGHT TURN: RWY 3 LEFT TURN,  
CLIMBING DIRECT TO BCE VORTAC CONTINUE CLIMB IN

BCE HOLDING PATTERN WEST, LEFT TURN, R-264 INBOUND  
TO MEA FOR ASSIGNED AIRWAY THIS DEPARTURE  
REQUIRES A CLIMB OF 242 FEET PER NM TO 10,000 FEET

FDC 2/854 FI/T /MLF/ MILFORD MUNI MILFORD UT VOR-  
A ORIG PROC NA AT NIGHT

FDC 2/2583 FI/T /ENV/ WENDOVER WENDOVER, UT  
VOR/DME OR TACAN-A AMDT 1 PROC NA

\*\*\* NORTH CENTRAL \*\*\*

#### IOWA

[NOTICES TO AIRMEN]

#### BURLINGTON

BURLINGTON MUNI ARPT. ILS RWY 36 (I-BRL) MONITORED  
CONTINUOUS (5/84)

#### KNOXVILLE

KNOXVILLE MUNI ARPT RWY 15 REIL CMSND. (4/84)

#### MAPLETON

MAPLETON MUNI ARPT. ACTIVATE REIL RWY 20 122.8.  
(5/84)

#### SIOUX CITY

SIOUX CITY MUNI ARPT: WHEN ATCT CLSD ACTIVATE ALS  
RWY 13 & 31, HIRL RWY 13/31 & VASI RWY 13 118 7  
(5/84)

#### VINTON

VINTON VETERANS MEML ARPK: RWY 16/34 LIRL DCMSND.  
RWY 09/27 MRL CHANGED TO HIRL. (5/84)

[FDC NOTAMS]

FDC 4/974 FI/T /IOW/IOWA CITY MUNI, IOWA CITY, IA  
RNAV RWY 24 ORIG SI-24 ALL CATS MOH 1180/HAT 522  
CAT C VIS 1 1/2. CAT D VIS 1 3/4. CIRCLING CATS  
A/B MDA 1240/HAA 579. VOR RWY 35 AMDT 9 CIRCLING  
CAT A/B MDA 1240/HAA 579 - NDB RWY 6 ORIG NDB/VOR  
MINS CIRCLING CATS A/B MDA 1240/HAA 579 - NDB RWY  
30 ORIG SI-30 ALL CATS MDA 1180/HAT 523, CAT C VIS  
1 1/2, CAT D VIS 1 3/4. CIRCLING CATS A/B MDA  
1240/HAA 579. TKOF MINS RWY 35 300-1 REQUIRED.  
REASON - TPRY 928 MSL CRANE 3100 NORTH OF RWY 17.

FDC 4/1038 FI/T /MIW/MARSHALLTOWN MUNI MARSHALLTOWN  
IA VOR RWY 30 AMDT 5 DUAL VOR MINS NA.

FDC 4/1084 FI/T /CWI/ CLINTON MUNI CLINTON IA. NDB  
RWY 3 AMDT 2 SI RWY 3 MINS MDA 1160/HAT 461 ALL  
CATS VIS CAT D 11/2.

FDC 4/1210 FI/T /CBF/COUNCIL BLUFFS MUNI COUNCIL  
BLUFFS IA VOR-A AMDT 2 MISSED APCH. CLIMBING RIGHT  
TURN TO 3000 DIRECT QMA VORTAC AND HOLD SE/RT/284  
INBOUND.

FDC 3/2495 FI/T /AMW/ AMES MUNI AMES IA. LOC RWY 31  
AMDT 2, NDB RWY 31 AMDT 8 CAT A/B SI-31 VIS 1 MILE.  
ADD NOTE - INOP TABLE DOES NOT APPLY TO MALS. VOR  
RWY 31 AMDT 7 CAT A SI-31 VIS 1 MILE ADD NOTE:  
INOP TABLE DOES NOT APPLY TO MALS

FDC 3/2536 FI/T /6C5/ INDEPENDENCE MUNI  
INDEPENDENCE IA NDB RWY 17 ORIG PROC NA AT  
NIGHT

# KANSAS

[NOTICES TO AIRMEN]

## EMPORIA

EMPORIA MUNI ARPT RWY 18 REIL CMSND. ACTIVATE REIL  
RWY 18 122 95 (5/84)

## HIAWATHA

HIAWATHA MUNI ARPT RWY 17/35 CLSD LIRL RWY 17/35  
OTS AND ARPT CLSD INDEFINITE (5/84)

## LARNED

LARNED-PAWNEE COUNTY ARPT RWY 04/22 OPEN (5/84)

## LYONS

LYONS NDB (LYO) OTS INDEFINITE (5/84)

## MANKATO

MANKATO VORTAC (TKO) MONITORED CONTINUOUS (4/84)

## OLATHE

JOHNSON COUNTY INDUSTRIAL ARPT RWY 13/31 NOW 4200  
FT BY 100 FT. (5/84)

## TOPEKA

PHILIP BILLARD MUNI ARPT RWY 04/22 UTILIZED AS TWY  
ONLY AND MIRL RWY 04/22 OTS INDEFINITE (5/84)

## WICHITA

BEECH FACTORY ARPT. RWY 18 THR DSPLCD 600 FT  
(5/84)

CESSNA ACFT FIELD RWYS 17L & 35R REIL CMSND  
(5/84)

## [FDC NOTAMS]

FDC 4/49 FI/T /GLD/ RENNER FIELD/ GOODLAND MUNI/  
GOODLAND KS NDB RWY 30 AMDT 5/ VOR RWY 30 AMDT  
6/VOR/DME RWY 30 AMDT 4/ALTN MINS NA ACTIVATE  
MALSR RWY 30 - 123 6 WHEN GOODLAND FSS CLOSED. ILS  
RWY 30 AMDT 1 ILS AND LOC ALTN MINS NA ACTIVATE  
MALSR RWY 30 - 123 6 WHEN GOODLAND FSS CLOSED. RNAV  
RWY 12 AMDT 3 ACTIVATE MALSR RWY 30 - 123 6 WHEN  
GOODLAND FSS CLOSED.

FDC 4/318 FI/T /SLN/SALINA MUNI/SALINA/KS NDB RWY  
35 AMDT 13/ILS RWY 35 AMDT 16/VOR RWY 17 AMDT  
15/RNAV RWY 17 AMDT 8 CAT D AND E CIRCLING NA SW OF  
RWY 12-30

FDC 4/881 FI/T /KCK/FAIRFAX MUNI KANSAS CITY KS LOC  
RWY 35. AMENDMENT 1, STRAIGHT-IN MDA. ALL  
CATEGORIES 1240 HAA 497

FDC 4/1101 FI/T /FOF/FORBES FIELD TOPEKA KS NDB  
RWY 31 AMDT 5 ILS RWY 31 AMDT 6 MISSED APCH ALT  
3100

FDC 4/1160 FI/I /KCK/FAIRFAX MUNI KANSAS CITY KS  
LOC-E AMDT 1 LOC RWY 35 AMDT 1 VOR-D AMDT 6 VOR RWY  
17 AMDT 12 RNAV-C AMDT 6 CHANGE CIRCLING NOTES TO  
READ. CIRCLING NOT AUTHORIZED EAST OF RWY 17/35.

FDC 3/145 FI/ AWY KS. V216 DRION INT TO HILL CITY  
VOR MEA 6300 WHEN GOODLAND FSS CLSD

FDC 3/227 FI/T AWY/ KS V132 GOODLAND /GLD/ VORTAC  
TO ORION INT MEA 10000 WHEN GOODLAND FSS CLSD

FDC 3/447 FI/T /TOP/ PHILIP BILLARD MUNI TOPEKA,  
KS NDB RWY 13 AMDT 26 ILS RWY 13 AMDT 27 MIN ALT  
DIETS INT TO BILLY LOM 3500

FDC 3/1574 FI/T /LBL/ LIBERAL MUNI LIBERAL KS RNAV  
RWY 12 AMDT 3 SI MDA ALL CATS 3360 HAT 473 SI  
VIS CAT C 1 1/4 CAT D 1 1/2 HORIZONTAL DSTC MDA  
TO MAP ON GS 1 4 NM CIRCLING MDA CATS A/B/C 3360,  
HAA 473 WHEN USING GARDEN CITY ALSTG ALL CIRCLING  
MDAS BECOME 3620 VOR RWY 3 AMDT 1 DME SI MDA ALL  
CATS 3300. HAT 417 DME SI VIS CAT C 1 1/4 DME  
CIRCLING MDA CATS A/B/C 3360. HAA 473. VOR/DME RWY  
17 AMDT 2 SI MDA ALL CATS 3300, HAT 425 SI VIS  
CAT C 1 1/4 CIRCLING MDA CATS A/B/C 3360, HAA 472.  
WHEN USING GARDEN CITY ALSTG ALL CIRCLING MDAS  
BECOME 3600 VOR RWY 35 AMDT 10 SI MDA ALL CATS  
3340, HAT 466 SI VIS CAT C 3/4 DELETE INDP TABLE  
NOTE. CIRCLING MDA CATS A/B/C 3360, HAA 473. WHEN  
USING GARDEN CITY ALSTG ALL CIRCLING MDAS BECOME  
3600 ILS RWY 35 AMDT 2: SI LOC MDA ALL CATS 3260  
HAT 386 CIRCLING MDA CATS A/B/C 3360, HAA 473 WHEN  
USING GARDEN CITY ALSTG ALL CIRCLING MDAS BECOME  
3600 VOR/DME RWY 35 AMDT 2 SI MDA ALL CATS 3300,  
HAT 426 SI VIS CAT C 3/4. CAT D SI 35 VIS  
INCREASED 1/4 MILE FOR INDP MALSR CIRCLING MDA  
CATS A/B/C 3360, HAA 473. WHEN USING GARDEN CITY  
ALSTG ALL CIRCLING MDAS BECOME 3600 RSN TEMP OIL  
RIG LOCATED 7100 FT SOUTH RWY 35.

FDC 3/2268 FI/T /1K2/ CLAY CENTER MUNI CLAY CENTER  
KS IFR TKOF MINS RWY 35 STANDARD RWY 17 /300-1/

FDC 2/1261 FI/T /FSK/ FORT SCOTT MUNI FORT SCOTT  
KS NDB RWY 17 AMDT 6 CHANGE NOTE USE CHANUTE  
ALSTG. WHEN NOT AVAILABLE USE JOPLIN ALSTG AND ALL  
MDAS BECOME 1640 FT.

FDC 2/1263 FI/T /2K7/ NEODESHA MUNI NEODESHA KS.  
VOR RWY 2 ORIG. CHANGE NOTE TO..USE CHANUTE ALSTG  
WHEN NOT AVAILABLE USE JOPLIN ALSTG AND INCREASE  
ALL MDAS 200 FT

FDC 2/2857 FI/T /CFV/ COFFEYVILLE MUNI COFFEYVILLE,  
KS NDB RWY 35 AMDT 6 CHANGE NOTE TO OBTAIN  
LOCAL ALSTG ON UNICOM 123.0 WHEN NOT AVAILABLE THE  
FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH  
APPROVED WEA REPORTING SERVICE /A/ USE JOPLIN  
ALSTG /B/ ALL MDA/S BECOME 1500. RNAV RWY 35 ORIG  
CHANGE NOTE TO. OBTAIN LOCAL ALSTG ON UNICOM  
123 0 WHEN NOT AVAILABLE THE FOLLOWING APPLIES  
EXCEPT FOR OPERATORS WITH APPROVED WEA REPORTING  
SERVICE /A/ USE JOPLIN ALSTG. /B/ ALL MDA/S BECOME  
1440. VOR/DME-A AMDT 3 CHANGE NOTE TO.. OBTAIN  
LOCAL ALSTG ON UNICOM 123.0 WHEN NOT AVAILABLE THE  
FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH  
APPROVED WEA REPORTING SERVICE /A/ USE JOPLIN  
ALSTG /B/ ALL MDA/S BECOME 1380.

## MINNESOTA

[NOTICES TO AIRMEN]

## FAIRMONT

FAIRMONT MUNI ARPT. ACTIVATE MIRL RWY 02/20 HIRL  
RWY 13/31 VASI & REIL RWY 13 VASI & MALSR RWY 31  
122 8 (6/84)

## MINNEAPOLIS

FLYING CLOUD ARPT ATCT & CTLZ HRS 0700-2200 LCL  
LCL MAY-OCT, 0700-2100 LCL NOV-APR (4/84) ISMLS  
(M-HNP) RWY 09R SHUTDOWN INDEFINITE (5/84)

#### MOOSE LAKE

MOOSE LAKE CARLTON COUNTY ARPT RWY 03/21 CHANGED  
TO 04/22 (6/84)

#### PIPESTONE

PIPESTONE MUNI APCH/DEP SERVICE PROVIDED BY  
MINNEAPOLIS ARTCC ON FREQS 132 1/317 4 (5/84)

#### ST CLOUD

ST CLOUD MUNI ARPT MIRL RWY 13/31 PRESET TO LOW  
INTSTY TO INCREASE INTSTY & ACTIVATE MIRL RWY  
05/23, REIL RWYS 05 & 13 & MALSR RWY 31 122 7  
(4/84)

#### [FDC NOTAMS]

FDC 4/1026 FI/P /RAD/WARROAD INTL-SWEDE CARLSON  
FIELD WARROAD MN NDB RWY 31 AMDT 1 CORRECT U S  
GOVT CHART /AL-651B/ CHG NOTICE EFF 10 MAY 1984  
CHG SI MDA 1540/HAT 447 CATS B/C CIRCLING MDA  
1540/HAA 466 CATS B/C

FDC 4/1045 FI/T /RAD/WARROAD INTL-SWEDE CARLSON  
FIELD WARROAD MN NDB RWY 31 AMDT 1 SI-31 VIS CAT C  
11/2 MDA 1620/ HAT 547 CAT A/B/C CIRCLING MDA  
1620/HAA 546 CAT A/B/C NOTE WHEN LOCAL  
ALTIMETER NOT AVAILABLE USE KENORA ALSTG AND  
INCREASE ALL MDA/S 300

FDC 4/1123 FI/T /BRD/BRAINERD-CROW WING  
COUNTY/WALTER F WIELAND FIELD BRAINERD MN ILS RWY  
23 ORIGINAL DME REQUIRED FOR ALTERNATE MINIMUMS.

FDC 4/1128 FLIGHT RESTRICTION 6 NMR OF ELY MN  
/ELO/VOR PURSUANT TO FEDERAL AVIATION REGULATION  
91 91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT  
SURFACE TO 5000 FEET MEAN SEA LEVEL HIBBING MN  
/HIB/ IS COORDINATING FLIGHT SERVICE STATION

FDC 3/2099 FI/T /MKT/ MANKATO MUNI MANKATO MN LOC  
RWY 33 ORIGINAL VOR RWY 15 AMDT 3 VOR RWY 33 AMDT 4  
VOR/DME RWY 15 ORIGINAL VOR/DME RWY 33 ORIGINAL.  
ADD NOTE- ACTIVATE MIRL RWYS 15-33, 4-22 MALSR RWY  
33 VASI RWY 15 33 4 AND 22 REILS RWYS 15 4 AND 22 -  
UNICOM

FDC 2/1250 FI/T /RST/ROCHESTER MUNI ROCHESTER MN  
ILS RWY 13 AMDT 2/ILS RWY 31 AMDT 17 WHEN ATCT NOT  
IN OPN ALTN MINS NA

#### MISSOURI

#### [NOTICES TO AIRMEN]

#### CHILLICOTHE

CHILLICOTHE MUNI COMMUNICATIONS PROVIDED BY  
COLUMBIA RADIO ON FREQ 122 25 (4/84)

#### HIGGINSVILLE

HIGGINSVILLE VOR (HIG) OTS INDEFINITE. (5/84)

#### LEES SUMMIT

MC COMAS-LEES SUMMIT MUNI ARPT RWY 18 VASI CMSND  
ACTIVATE VASI RWY 18 122.8 (5/84)

#### [FDC NOTAMS]

FDC 4/242 FI/T /COU/COLUMBIA REGIONAL COLUMBIA MO  
LOC BC RWY 20 AMDT 7 TRANSITION FROM TIGER VOR AND  
RAPPE INT TO CATTI INT NA

FDC 4/672 FI/T /SGF/SPRINGFIELD  
REGIONAL/SPRINGFIELD/MO ILS RWY 1 AMDT 14 18 DME  
ARC SGF VORTAC FROM R-072 CW R-125 NA.

FDC 4/874 FI/T /4K3/LEXINGTON MUNI LEXINGTON MO VOR  
RWY 22 ORIG DME RQD

FDC 4/985 FI/T /9K4/SKYHAVEN WARRENSBURG MO VOR  
RWY 13 AMDT 2 VOR RWY 18 ORIG AND RNAV RWY 18 ORIG  
PROCEDURES NA AT NIGHT

FDC 4/1100 FI/T /9K4/ SKYHAVEN WARRENSBURG MO VOR  
RWY 13 AMDT 2 DME RQD

FDC 4/1175 FI/T /KO2/PERRYVILLE MUNI PERRYVILLE MO  
RNAV RWY 19 ORIG SI MDA 1140/HAT 710 ALL CATS VIS  
CAT C 2 1/4 CAT D 2 1/2 CIRCLING MDA 1140/HAA 770  
ALL CATS VIS CAT C 2 1/4 CAT D 2 1/2.

FDC 4/1301 FI/T /84K/CLINTON MEMORIAL, CLINTON, MO  
NDB RWY 4 AMDT 3, NDB RWY 22 AMDT 4, PROCS NA

FDC 3/260 FI/T /VIH/ ROLLA NATIONAL ROLLA/VICHY,  
MO VOR RWY 22 AMDT 6 VOR/DME RWY 4 AMDT 1 RNAV  
RWY 22 AMDT 1 ALTN MINS NA. ADD NOTE- USE VICHY  
ALSTG WHEN NOT AVAILABLE USE COLUMBIA ALSTG AND  
INCREASE ALL MDA/S 200 FT

FDC 3/1429 FI/T /CGI/ CAPE GIRARDEAU MUNI CAPE  
GIRARDEAU MO NDB RWY 10 AMDT 6, ILS RWY 10 AMDT 7  
TRML ROUTE FROM DUEAS INT TO CG LOM ALT 3300 FEET

FDC 3/2445 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD  
MO NDB RWY 32 AMDT 3 LOC RWY 14 AMDT 4 VOR RWY 14  
AMDT 3 VOR RWY 32 AMDT 3 CHANGE NOTE TO READ-  
ACTIVATE HIRL 14-32 MALS AND VASI RWY 14 AND RWY 32  
125 4

FDC 3/2600 FI/T /STL/ LAMBERT-ST LOUIS INTL ST  
LOUIS MO RNAV RWY 30L AMDT 10 SI MDA 1060/HAT 476  
ALL CATS VIS CAT E RVR 6000. ILS RWY 30L AMDT 9  
ILS RWY 30R AMDT 2 ILS RWY 24 AMDT 39 ILS RWY 12R  
AMDT 15 VOR OR TACAN RWY 12L AMDT 10 VOR OR TACAN  
RWY 12R AMDT 20 RNAV RWY 6 ORIG RNAV RWY 30L AMDT  
10 NDB RWY 24 AMDT 34 NDB RWY 12R AMDT 10 CIRCLING  
MDA CATS A/B/C 1100/HAA 495 TEMP 797 MSL CRANE 5  
NM SOUTH OF ARPT

FDC 2/1260 FI/T /K15/ LINN CREEK-GRAND GLAIZE  
MEMORIAL OSAGE BEACH MO VOR RWY 32 AMDT 1 CHANGE  
NOTE TO. OBTAIN LOCAL ALSTG FROM LEE C FINE  
MEMORIAL AIRPORT ON UNICOM 122 8 WHEN NOT AVAILABLE  
USE COLUMBIA ALSTG AND INCREASE ALL MDA /S 220 FT

FDC 2/1264 FI/T /KO7/ ROLLA DOWNTOWN ROLLA MO. VOR  
/DME-A AMDT 1 CHANGE NOTE TO .USE VICHY ALSTG WHEN  
NOT AVBL USE COLUMBIA ALSTG AND INCREASE ALL MDAS  
220 FT

FDC 2/1302 FI/T /H74/ CABOOL MEMORIAL CABOOL MO  
NDB RWY 3 ORIG/ VOR /DME RWY 21 ORIG /NDB RWY 21  
ORIG/ CHANGE NOTE. USE FORNEY AAF ALSTG. WHEN NOT  
AVAILABLE USE SPRINGFIELD ALSTG AND INCREASE ALL  
MDAS 140 FT.

FDC 2/1317 FI/T /AIZ/ LEE C. FINE MEMORIAL /KAISER  
/LAKE OZARK MO. NDB RWY 21 AMDT 3 CHANGE NOTE  
TO OBTAIN LOCAL ALSTG ON UNICOM 122 8 WHEN NOT  
AVAILABLE USE COLUMBIA ALSTG AND INCREASE ALL MDAS  
AND STEPDOWN FIX ALTS 220 FT VOR RWY 3 AMDT 1  
CHANGE NOTE TO OBTAIN LOCAL ALSTG ON UNICOM  
122.8. WHEN NOT AVAILABLE USE COLUMBIA ALSTG AND

INCREASE ALL MDAS 200 FT ADD NOTE ALTN MINS NA  
WHEN VICHY FSS CLOSED

NEBRASKA

[NOTICES TO AIRMEN]

BEATRICE

BEATRICE MUNI ARPT Rwy 17/35 NOW 5600 FT BY 100  
FT (4/84) NW 400 FT Rwy 13/31 & N 400 FT Rwy 17/35  
CLSD INDEFINITE (4/84)

HASTINGS

HASTINGS VOR (HSI) MONITORED CONTINUOUS (4/84)

PROSSER NDB (PSS) MONITORED CONTINUOUS (4/84)

KEARNEY

KEARNEY VOR (EAR) MONITORED CONTINUOUS (4/84)

O'NEILL

O'NEILL VORTAC (ONL) MONITORED CONTINUOUS (4/84)

WOLBACH

WOLBACH VORTAC (OBH) MONITORED CONTINUOUS. (4/84)

[FDC NOTAMS]

FDC 4/369 FI/T /DFK/KARL STEFAN MEMORIAL, NORFOLK,  
NE ILS Rwy 1 ORIG, SI LOC AND CIRCLING MINS ONLY  
AUTHORIZED

FDC 4/1164 FI/T /BIE/BEATRICE MUNI BEATRICE NE. VOR  
Rwy 35 ORIG DUAL VOR MINS AND DULSE INT NA.

FDC 4/1209 FI/T /OMA/EPPLEY AIRFIELD OMAHA NE ILS  
Rwy 32L AMDT 1 SI-LOC ALTN MINS NA MISSED APCH  
CLIMB TO 3000 VIA OMA R-312 TO BLAYR INT AND HOLD  
SE/RT/312 INBOUND VOR Rwy 32L AMDT 6 DME OR RADAR  
REQUIRED MISSED APCH CLIMB TO 3000 VIA OMA R-312 TO  
BLAYR INT AND HOLD SE/RT/312 INBOUND RNAV Rwy 32L  
AMDT 3 MISSED APCH CLIMB TO 3000 VIA OMA R-312 TO  
BLAYR INT AND HOLD SE/RT/312 INBOUND.

FDC 3/808 FI/T /GTE/ QUINN FIELD GOTHENBURG, NE.  
NDB Rwy 32 AMDT 1 SI MINS NA AT NIGHT.

NORTH DAKOTA

[NOTICES TO AIRMEN]

GUSVILLE

WALKINSHAW ARPT CLSD NOV 15-15 MAY YEARLY. (5/84)

INKSTER

INKSTER ARPT: CLSD NOV-MAR. NO SNOW REMOVAL (5/84)

PORTAL

PORTAL MUNI ARPT: PERMLY CLSD. (5/84)

PARSHALL

HANKINS FIELD. NAME CHANGED TO PARSHALL-HANKINS.  
(5/84)

WATERTOWN

LOUI NEIL ARPT CLSD TO PUBLIC USE (5/84)

[FDC NOTAMS]

FDC 4/831 FI/T /DIK/DICKINSON MUNI DICKINSON ND  
RNAV Rwy 14 ORIG RNAV Rwy 32 ORIG VOR-A ORIG  
PROCS NA WHEN DIK FSS CLSD

FDC 4/1192 FI/T /MDT/MINOT INTERNATIONAL MINOT ND  
LOC BC Rwy 13 AMDT 5 PRDC NA

FDC 4/1253 OMEGA STATION NORTH DAKOTA WILL BE OFF  
AIR FOR MAINTENANCE INTERMITTENTLY FROM 101300Z  
UNTIL 182100Z JULY, CONTINUOUSLY FROM 231300Z UNTIL  
272100Z JULY, AND INTERMITTENTLY FROM 272100Z UNTIL  
312100Z JULY 1984

FDC 4/1260 FI/T /DVL/DEVILS LAKE MUNI DEVILS LAKE  
ND VOR Rwy 13 AMDT 5, VOR Rwy 31 AMDT 2 WHEN  
LOCAL ALTIMETER SETTING NOT AVAILABLE USE GRAND  
FORK ALTIMETER SETTING AND INCREASE ALL MDAS 340  
FEET

FDC 3/1824 FI/T /Y36/ MOHALL MUNI MOHALL ND  
VOR/DME Rwy 31 ORIG ACTIVATE LIRL Rwy 13-31 -  
UNICOM

SOUTH DAKOTA

[NOTICES TO AIRMEN]

BROOKINGS

BROOKINGS VOR (BKX) UNMONITORED & WITHOUT VOICE  
WHEN WATERTOWN FSS CLSD (5/84)

MADISON

MADISON MUNI: APCH/DEP SERVICE PROVIDED BY  
MINNEAPOLIS ARTCC ON FREQS 132 1/317 4 (5/84)

WATERTOWN

WATERTOWN MUNI ARPT ILS/DME Rwy 35 (I-ATY) AND  
COMD LIGAN "AT" UNMONITORED WHEN FSS CLSD (5/84)

WATERTOWN FSS, FSS HRS 0600-2200 LCL OTHER HOURS  
CTC HURON FSS (5/84)

WATERTOWN VORTAC (ATY) UNMONITORED & WITHOUT VOICE  
WHEN WATERTOWN FSS CLSD (5/84)

[FDC NOTAMS]

FDC 4/668 FI/T /PHP/PHILIP/PHILIP/SD. VOR-A AMDT 8  
MSA FROM PEP VORTAC 4400

FDC 4/838 FI/T /HQN/ HURON REGIONAL HURON SD ILS  
Rwy 12 AMDT 4/MISSED APCH CLIMB TO 2000 THEN  
CLIMBING LEFT TURN TO 3000 DIRECT BEADY LOM AND  
HOLD NW/RT 121 INBOUND ALTN MINS NA

FDC 4/844 FI/T /ABR/ABERDEEN REGIONAL ABERDEEN SD  
VOR Rwy 31 AMDT 16 SI Rwy 31 MDA 1660/HAT 360 ALL  
CATS CAT D SI - Rwy 31 VIS INCREASED 1/4 MILE FOR  
INOP MALSR

FDC 4/849 FI/T /ATY/WATERTOWN MUNI WATERTOWN SD ILS  
Rwy 35 AMDT 5 .PROCEDURE TURN REMAIN WITHIN 10NM OF  
LIGAN LOM.

FDC 4/861 FI/T /ABR/ABERDEEN REGIONAL, ABERDEEN SD  
NDB Rwy 31, AMDT 6, VIS CAT A AND B 1, C AND D 1  
1/4. INOP TABLE DOES NOT APPLY. AIR CARRIER  
LANDING VIS REDUCTION FOR LOCAL CONDITIONS NA. ILS  
Rwy 31, AMDT 7, S-ILS 31 DH 1650/HAT 250 VIS 1 ALL

CATS S-LOC 31, VIS CAT A,B AND C 1, CAT D 1 1/4  
INOP TABLE DOES NOT APPLY AIR CARRIER LANDING VIS  
REDUCTION FOR LOCAL CONDITIONS NA VOR RWY 31,  
AMDT 16, VIS CAT A,B, AND C 1, CAT D 1 1/4 INOP  
TABLE DOES NOT APPLY AIR CARRIER LANDING VIS  
REDUCTION FOR LOCAL CONDITIONS NA LOC/DME BC RWY  
13, AMDT 5, VOR/DME OR TACAN RWY 13, AMDT 8 AIR  
CARRIER LANDING VIS REDUCTION BELOW 3/4 MILE FOR  
LOCAL CONDITIONS NA

FDC 4/1180 FI/T /YKN/CHAN GURNEY MUNI YANKTON SD  
VOR RWY 13 AMDT 4 FM MINIMA NA

FDC 4/1280 FI/T /ATY/WATERTOWN MUNI WATERTOWN SD  
NDB RWY 35 AMDT 3 ILS RWY 35 AMDT 5 LOC/DME BC RWY  
17 AMDT 4 VOR RWY 17/TAC/AMDT 11 VOR/DME OR TACAN  
RWY 35 AMDT 7 WHEN WATERTOWN FSS IS CLSD /A/  
ALTN MINS NA /B/USE HURON ALSTG AND INCREASE ALL  
DHS/MDAS 260 FT /C/ACTIVATE MALSR RWY 35 HIRL RWY  
17/35 MIRL RWY 12/30 REIL AND VASI RWYS 12, 17,30 -  
123 6

FDC 4/1309 FI/T /BKK/BROOKINGS MUNI/BROOKINGS/SD  
VOR RWY 12 AMDT 4/VOR RWY 30 AMDT 3 WHEN WATERTOWN  
ALSTG IS NOT AVAILABLE EXCEPT VOR OPERATORS WITH  
APVD WEA REPORTING SVC PROCS NA

\*\*\* SOUTH CENTRAL \*\*\*

ARKANSAS

[NOTICES TO AIRMEN]

EL DORADO

EL DORADO VORTAC (ELD) SHUTDOWN INDEFINELY (6/84)  
VOR/DME (DWO) CMSND (6/84)

ROGERS

ROGERS MUNI ARPT-CARTER FLD ACTIVATE MIRL RWY  
01/19 122 7 (5/84)

STUTTGART

STUTTGART MUNI ARPT RWY 14/32 CLSD PERMLY (6/84)

TEXARKANA

TEXARKANA MUNI-WEBB FIELD, ATCT & CTLZ HRS 0600-  
2200 LCL (5/84)

[FDC NOTAMS]

FDC 4/373 FI/T /ELD/GOODWIN FIELD EL DORADO AR.  
LOC RWY 22 AMDT 2. MISSED APPROACH PROCEDURE-CLIMB  
TO 2000 VIA 226 HEADING WITHIN 15 MILES EXPECT  
RADAR VECTOR

LOUISIANA

[NOTICES TO AIRMEN]

COTTONPORT

SMITH'S FLYING SERVICE ARPT NAME CHANGED TO SMITHS  
FLYING SERVICE. (4/84)

HOUMA

HOUMA-TERREBONNE ARPT: RWY 18 VASI & MALSR CMSND  
RWY 36 VASI CMSND. RWY 12/30 MIRL CMSND. RWY 12

REIL & VASI CMSND RWY 30 VASI CMSND ACTIVATE MIRL  
RWYS 12/30 & 18/36 & REIL RWY 12 122.95 ACTIVATE  
MALSR RWY 18 125 3 TPA FOR TURBINE POWERED  
AIRCRAFT 1500 FT AGL (4/84) CTLZ & ATCT HRS 0500-  
2000 LCL MON-FRI 0800-1800 LCL SAT-SUN (5/84)

NEW ORLEANS

LAKEFRONT ARPT SEAPLANE BASE CLSD PERMLY (4/84)

PATTERSON

HARRY P WILLIAMS MEMORIAL ARPT RWY 05 THR ND  
LONGER DSPLCD (6/84)

SHREVEPORT

ELM GROVE VOR (EMG) UNUSABLE BELOW 1700 FT BEYOND  
33 NM (4/84)

SHREVEPORT DOWNTOWN ATCT HRS 0700-2100 LCL (4/84)

[FDC NOTAMS]

FDC 4/296 FI/T /6RO/SLIDELL SLIDELL LA VOR/DME RWY  
17 ORIG PROC NA NGTS REASON PARALLEL WEST TWY  
USED AS RWY FOR NGT LNDGS BUT NOT MARKED AS A  
RWY LGTD WITH MIRLS RWY 17-35 4059X100  
UNLGTD DELETE MARKINGS 17R-35L

FDC 4/781 FI/T /MSY/NEW ORLEANS INTL/MOISANT FIELD/  
NEW ORLEANS, LA. NDB RWY 10 AMDT 21 ILS RWY 1 AMDT  
11 ILS RWY 28 AMDT 1, LOC BC RWY 19 AMDT 8 ADD  
ALTERNATE MISSED APPROACH WHEN DIRECTED BY ATC.  
CLIMB TO 2000 ON RUNWAY HEADING

FDC 4/886 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES  
LA NDB RWY 15 AMDT 16 ILS RWY 15 AMDT 17..LOC BC  
RWY 33 AMDT 14.. VOR A AMDT 10 VOR/DME B AMDT  
5..RNAV RWY 23 AMDT 1 RADAR 1 AMDT 2. CIRCLING  
MDA 500 HAA 484 CATS A/B/C TEMPORARY OIL RIG 1B1  
MSL 1 NM EAST OF RWY 33.

FDC 4/887 FI/T /4RO/MC FILLIN AIRPARK LAKE CHARLES  
LA VOR C ORIG CIRCLING MDA 500 HAA 483 CATS A/B  
TEMPORARY OIL RIG 1B1 MSL 1 5 NM SW OF RWY

FDC 4/889 FI/T /HUM/HOUMA-TERREBONNE, HOUMA, LA  
RWY 17-35 NOW RWY 18-36. NDB RWY 17 AMDT 1 NOW NDB  
RWY 18 AMDT 1 SI VIS 3/4 CATS A/B/C, 1 1/4 CAT D  
CHANGE MISSED APPROACH TO READ CLIMB TO 1000 THEN  
CLIMBING LEFT TURN TO 1800 VIA TND R-118 TO  
BOURG/16 DME AND HOLD SE, RT, 298 INBOUND. CHANGE  
NOTES TO. WHEN CONTROL TOWER CLSD 1. OBTAIN  
ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT  
AVAILABLE USE NEW ORLEANS INTL (MOISANT FIELD)  
ALSTG AND INCREASE ALL MDAS 140 FEET. 2. ACTIVATE  
MALSR RWY 18 125 3. ACTIVATE MIRL RWY 12-30 AND  
REIL RWY 12 122.95 ILS RWY 17 ORIG NOW ILS RWY 18  
ORIG. SI ILS VIS 1/2 ALL CATS SI LOC VIS 1/2 CATS  
A/B/C, 3/4 CAT D CAT D S-LOC 18 VISIBILITY  
INCREASE 1/4 MILE FOR INOPERATIVE MALSR CHANGE  
MISSED APPROACH TO READ: CLIMB TO 1000 THEN  
CLIMBING LEFT TURN TO 1800 VIA TND R-118 TO  
BOURG/16 DME AND HOLD SE, RT, 298 INBOUND. CHANGE  
NOTES TO. WHEN CONTROL TOWER CLSD 1. OBTAIN  
ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT  
AVAILABLE, USE NEW ORLEANS INTL (MOISANT FIELD)  
ALSTG AND INCREASE ALL MDAS/ DHS 140 FEET. 2.  
ACTIVATE MALSR RWY 18 125.3, ACTIVATE MIRL RWY 12-  
30 AND REIL RWY 12 122.95, RNAV RWY 17 AMDT 1 NOW  
RNAV RWY 18 AMDT 1. SI VIS 1/2 CATS A/B, 1 CAT C, A  
1/4 CAT D. CHANGE MISSED APPROACH TO READ: CLIMB TO  
1000 THEN LEFT CLIMBING TURN TO 1800 VIA TND R-118  
TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND.  
CHANGE NOTES TO: WHEN CONTROL TOWER CLOSED, 1.  
OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.95,  
WHEN NOT AVBL USE NEW ORLEANS INTL (MOISANT FIELD)

ALTIMETER SETTING AND INCREASE ALL MDAS 140 FEET  
 2 ACTIVATE MALSR RWY 18 125 3 ACTIVATE MRL RWY  
 12-30 AND REIL RWY 12 122 95 VOR RWY 12 AMDT 1  
 CHANGE MISSED APPROACH TO READ CLIMB TO 1800 VIA  
 TBD R-118 TO BOURG/16 DME AND HOLD SE, RT, 298  
 INBOUND CHANGE NOTES TO WHEN CONTROL TOWER CLSD  
 1 OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122 95,  
 WHEN NOT AVAILABLE USE NEW ORLEANS INTL (MOISANT  
 FIELD) ALTIMETER SETTING AND INCREASE ALL MDAS 140  
 FEET 2 ACTIVATE MALSR RWY 18 125 3 ACTIVATE  
 MRL RWY 12-30 AND REIL RWY 12 122 95 RNAV RWY 35  
 AMDT 1 NOW RNAV RWY 36 AMDT 1, AND VOR/DME RWY 30  
 AMDT 8 CHANGE MISSED APPROACH TO READ CLIMB TO  
 1000 THEN CLIMBING RIGHT TURN TO 1800 VIA TBD R-118  
 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND  
 CHANGE NOTES TO WHEN CONTROL TOWER CLOSED 1  
 OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122 95,  
 WHEN NOT AVAILABLE USE NEW ORLEANS INTL (MOISANT  
 FIELD) ALSTG AND INCREASE ALL MDAS 140 FEET 2  
 ACTIVATE MALSR RWY 18 125 3 ACTIVATE MRL RWY 12-  
 30 AND REIL RWY 12 122.95 COPTER VOR/DME 117  
 DEGREE ORIG DELETE NOTE ACTIVATE ODALS RWY 17 -  
 UNICOM ADD NOTE ACTIVATE MALSR RWY 18 125 3  
 ACTIVATE MRL RWY 12-30 AND REIL RWY 12 122 95

FDC 4/964 FI/T /LCH/LAKE CHARLES MUNI, LAKE CHARLES  
 LA RADAR-1 AMDT 2 ASR RWY 33 MDA 420 HAT 408 ALL  
 CATS VIS IS 1 1/4 CAT C/D 179 MSI OIL RIG 2 NM SE  
 ARPT.

FDC 4/1063 FI/T /MSG/NEW ORLEANS INTL/MOISANT  
 FIELD/NEW ORLEANS LA AWDAD ONE ARRIVAL /STAR/AWDAD  
 INT TO TURT INT MEA 3000

FDC 4/1126 FI/T /NEW/LAKEFRONT NEW ORLEANS LA VOR  
 RWY 18R AMDT 1 CIRCLING MDA 540, HAA 531 CATS A/B  
 ADD ALTERNATE MISSED APPROACH WHEN DIRECTED BY ATC  
 CLIMB RUNWAY HEADING TO 2000 VOR-A AMDT 14, VOR-B  
 AMDT 5 CIRCLING MDA 540 HAA 531 CATS A/B ILS RWY  
 18R AMDT 7 AND VOR/DME RWY 36L AMDT 4 CIRCLING MDA  
 540 HAA 531 CATS A/B/C. ADD ALTERNATE MISSED  
 APPROACH WHEN DIRECTED BY ATC CLIMB RUNWAY HEADING  
 TO 2000 PILE DRIVER 240 MSL OPERATING IN MARINA  
 1000 FT EAST OF AIRPORT

FDC 4/1127 FI/T /NEW/LAKEFRONT, NEW ORLEANS LA  
 RADAR-1 AMDT 4 NA

FDC 4/1146 FI/T /NEW/LAKEFRONT NEW ORLEANS, LA VOR  
 RWY 18R AMDT 1 SI MDA 440 HAT 432 ALL CATS VIS CAT  
 C 3/4 DELETE NOTE CAT D VISIBILITY INCREASED 1/4  
 MILE FOR INOPERATIVE MALSR

FDC 4/1150 FI/T /ESF/ESLER REGIONAL ALEXANDRIA LA  
 NDB RWY 26 AMDT 6 ILS RWY 26 AMDT 10 LOC BC RWY 8  
 AMDT 7 CHANGE MISSED APPROACH TO READ CLIMB  
 RUNWAY HEADING TO 2000

FDC 4/1264 FI/T /MLU/MONROE REGIONAL MONROE LA. NDB  
 RWY 4 AMDT 13, ILS RWY 4, AMDT 19, VOR RWY 4 AMDT  
 16 CHANGE MAKEUP OF MISSED APPROACH FIX GALIO INT  
 TO MLU VORTAC R-035/16 DME AND DWD VOR/DME R-117  
 ILS RWY 22 AMDT 1, VOR RWY 22 AMDT 2, VOR/DME RWY  
 22 AMDT 7, CHANGE MISSED APPROACH TO CLIMB TO 3000  
 VIA MLU R-218 TO TYRON INT/12 DME AND HOLD TYRON  
 INT NOW MLU VORTAC R-218/12 DME AND DWD VOR/DME R-  
 144 NOTE. DWD VOR/DME 115.5/102, LCTD LAT 33-13-  
 16, LONG 92-48-52

FDC 4/1265 FI/T /AWYS/LA V94 GALIO INT MAKEUP MLU  
 VORTAC R-218/16 DME AND DWD VOR/DME R-117 DWD  
 VOR/DME 115 5/102 LCTD LAT 33-13-16, LONG 92-48-52

FDC 4/1275 FI/T /BTR/BATON ROUGE METROPOLITAN RYAN  
 FIELD BATON ROUGE LA VOR/DME RWY 22 AMDT 6 SI MDA  
 500 HAT 429 ALL CATS/VIS 1 1/4 CAT C 1 1/2 CAT D.  
 TMPRY OIL RIG 3 NM ENE OF ARPT

FDC 3/473 FI/T /BTR/ BATON ROUGE METROPOLITAN RYAN  
 FIELD BATON ROUGE, LA WHEN ATCT NOT IN OPN RWY  
 13/31 CLSD AND THE FOLLOWING APPLIES RADAR-1 AMDT  
 6 NA NDB RWY 13 AMDT 21 AND ILS RWY 13 AMDT 22 SI  
 MINS NA NDB RWY 13 AMDT 21, ILS RWY 13 AMDT 22 AND  
 ILS RWY 22 AMDT 3 ALTN MINS NA

FDC 3/1770 FI/T /OR9/ HAMMOND MUNI, HAMMOND LA ILS  
 RWY 18 ORIG SI ILS DH 429/HAT 385 ALL CATS VIS 1  
 1/4 CAT D CIRCLING MDA 640/HAA 596 CATS A/B/C ADD  
 ALTN MISSED APCH WHEN DIRECTED BY ATC, CLIMBING  
 LEFT TURN TO 2000 VIA PCU R-262 TO MACAW INT ADD  
 NOTE ACTIVATE MRL RWYS 13/31 AND 18/36, REIL RWY  
 31 AND MALSR RWY 18 CTAF/UNICOM VOR RWY 18 ORIG  
 ADD NOTE ACTIVATE MRL RWYS 13/31 AND 18/36, REIL  
 RWY 31 AND MALSR RWY 18 - CTAF/UNICOM VOR RWY 31  
 AMDT 1 CIRCLING MDA 640/HAA 596 CATS A/B/C  
 DELETE NOTE STRAIGHT-IN MINIMA NOT AUTHORIZED AT  
 NIGHT ADD NOTE ACTIVATE MRL RWYS 13/31 AND  
 18/36, REIL RWY 31, AND MALSR RWY 18 CTAF/UNICOM.

FDC 3/1806 FI/T /OR9/ HAMMOND MUNI HAMMOND LA NDB  
 RWY 18 ORIG ADD NOTE ..ACTIVATE MRL RWYS 13/31  
 AND 18-36 REIL RWY 31 AND MALSR RWY 18 CTAF/UNICOM

FDC 3/2036 FI/T /SHV/ SHREVEPORT REGIONAL  
 SHREVEPORT LA NDB RWY 14 AMDT 17 SI MDA 740 HAT  
 482 ALL CATS VIS CAT D RVR 6000.

FDC 3/2243 FI/T AWYS/LA V94 GALIO INT NOW GALIO  
 FIX MLU VORTAC 16 DME

FDC 3/2481 FI/T /2R6/ BUNKIE MUNI, BUNKIE, LA  
 VOR/DME-A AMDT 1 MDA 680/HAA 621 CATS A/B

FDC 2/1471 FI/T /2F8/ MOREHOUSE MEMORIAL BASTROP  
 LA VOR /DME-A AMDT 5 NDB RWY 34 AMDT 2. CIRCLING  
 MDA CAT D 800 HAA 631

FDC 1/2809 FI/T /ESF/ ESLER REGIONAL ALEXANDRIA LA  
 VOR RWY 14 AMDT 11 PROCD NA

#### NEW MEXICO

#### [NOTICES TO AIRMEN]

#### ALBUQUEQUE

ALBUQUERQUE INTL ARPT FIRST 3600 FT RWY 26 CLSD  
 INDEFLY LAST 3000 FT RWY 08 CLSD INDEFLY. (5/84)

#### CLAYTON

CLAYTON MUNI ARPK RWY 02/20 CLSD TO ACFT OVER 9000  
 LBS (4/84)

#### FARMINGTON

FARMINGTON MUNI ARPT, RWY 25 REIL CMSND (5/84)

#### LAS CRUCES

LAS CRUCES-CRAWFORD ARPT NAME CHANGED TO LAS  
 CRUCES INTERNATIONAL (5/84)

#### SANTA FE

SANTA FE COUNTY MUNI ARPT. CLSD TO ACR OPERATIONS  
 WITH MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL  
 505-471-0828 (5/84)



[FDC NOTAMS]

FDC 4/923 FI/T /CNM/CAVERN CITY AIR TERMINAL, CARLSBAD, NM ILS RWY 3 ORIG CORRECT MSA 360-180 5000 AND 180-360 8000

FDC 4/1259 FI/T /LVS/LAS VEGAS MUNI LAS VEGAS NM VOR RWY 2 AMDT 8 AND VOR RWY 20 AMDT 3 WHEN LAS VEGAS FSS NOT IN DPR PROC NA

FDC 3/2541 FI/T /ABQ/ ALBUQUERQUE INTL, ALBUQUERQUE, NM IFR TAKE-OFF MINIMUMS RWY 3, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 247 FEET PER MILE TO 5600 TEMPORARY CONSTRUCTION CRANE 5568 MSL 1 MILE NE OF AIRPORT

FDC 3/2562 FI/T /LRU/ LAS CRUCES-CRAWFORD LAS CRUCES NM NDB-A AMDT 1, CIRCLING CATS A/B/C MDA 4940/HAA 486, 4576 AMSL WATER TWR UNDER CONST.

FDC 2/611 FI/T /DMN/ WHEN DEMING NM FSS NOT IN OPN THE FOLLOWING APPLIES- V94 DMN VORTAC TO CRATT INT NM MOCA 9000 V94S DMN VORTAC TO FWM VORTAC NA V16N V66N CUS VORTAC TO ELP VORTAC NA V66 DUG VORTAC TO ANIMA INT NA, V202 SVC VORTAC TO TCS VORTAC MEA 12000, V16-66 CUS VORTAC TO CIE VORTAC MEA 11000

FDC 2/2509 FI/T TUCUMCARI MUNI TUCUMCARI, NM, WHEN TUCUMCARI FSS NOT IN OPERATION THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEA REPORTING SERVICE: VOR RWY 21 AMDT 4 VOR RWY 26 AMDT 4 PROCS NA.

FDC 1/2951 FI/T /DMN/ DEMING MUNI DEMING NM, VOR RWY 26 AMDT 7, WHEN DEMING FSS NOT IN OPN THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE PROC NA.

FDC 1/2953 FI/T WHEN CARLSBAD NM FSS NOT IN OPERATION THE FOLLOWING APPLIES. V14 ROW VORTAC TO ONSDM INT MEA 7600, V68 ROW VORTAC TO BAGER INT MEA 6500, V102S SFL VORTAC TO CNM VORTAC NA, V16/94 SFL TO DILLI INT MEA 10000, V280 PID VORTAC TO ROW VORTAC MEA 8800.

OKLAHOMA

[NOTICES TO AIRMEN]

COWETA

EASLEY ARPT. FACILITY ABANDONED (4/84)

DUNCAN

DUNCAN VOR (DUC) MONITORED CONTINUOUS (4/84)

ENID

ENID WOODRING MUNI ARPT. CLSD TO UNSCHEDULED ACR OPERATIONS WITH MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL 405-234-5476, (5/84)

LAWTON

LAWTON VOR (LAW) MONITORED CONTINUOUS (4/84)

MUSKOGEE

DAVIS FIELD. RWY 04/22 CLSD INDEFINITE (5/84)

OKLAHOMA CITY

CLARENCE E PAGE MUNI ARPT. RWY 17/35 CHANGED TO 17L/35R, NEW RWY 17R/35L, 6000 FT BY 100 FT, HIRL

CMSNO ACTIVATE MRL RWY 17L/35R & HIRL 17R/35L 123 O (5/84)

SUNDANCE AIRPARK ARPT NOW OPENED RWY 17/35 NOW 5000 FT BY 100 FT (6/84)

PONCA CITY

PONCA CITY FSS HRS 0700-2300 LCL OTHER HRS CTC OKLAHOMA CITY FSS CTLZ HRS 0700-2300 LCL (4/84) ARPT CLSD TO UNSCHEDULED ACR OPERATIONS WITH MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL 405-762-4302 (5/84)

STILLWATER

STILLWATER MUNI ARPT CLSD TO UNSCHEDULED ACR OPERATIONS WITH MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL 405-372-7681 (5/84)

TONKAWA

WYLER ARPT RWY 18/36 NOW OPEN (5/84)

[FDC NOTAMS]

FDC 4/223 FI/T /PWA/WILEY POST, OKLAHOMA CITY, OKLAHOMA, VOR RWY 17L, AMDT 8, SI MDA 1680, HAT 390 ALL CATS TMPRY OIL RIG 7NM WEST OF PWA VOR

FDC 4/1009 FI/T /GUY/GUYMON MUNI GUYMON OKLAHOMA OK NDB RWY 18 AMDT 3 PROC NA

FDC 4/1147-FI/T /WDG/ENID WOODRING MUNI, ENID, OK, NDB RWY 35 AMDT 1 AND VOR RWY 35 AMDT 8 SI VIS 1 MI AND INOP TABLE DOES NOT APPLY CATS A AND B LOC RWY 35 AMDT 2 SI VIS 1 MI AND INOP TABLE DOES NOT APPLY CATS A/B AND C.

FDC 4/1174 FI/T /CSM/CLINTON-SHERMAN CLINTON OK NDB RWY 17R AMDT 8 ILS RWY 17R AMDT 4, TEMPORARY MISSED APPROACH INSTRUCTIONS CLIMB TO 3000 THEN RIGHT TURN DIRECT FOSSI LOM AND HOLD N..LT..172 INBOUND

FDC 3/653 FI/T /LAW/ LAWTON MUNI LAWTON, OK VOR RWY 35 AMDT 17 ALTN MINS NA WHEN SPS FSS CLSD

FDC 3/1462 FI/T /TUL/ TULSA INTERNATIONAL TULSA OK, ILS RWY 17R AMDT 2 INCREASE SI ILS DH TO 915 HAT 250 ALL CATS

FDC 3/2218 FI/T /CSM/ CLINTON-SHERMAN CLINTON OKLAHOMA, IFR DEPARTURE RWY 17R 300-2, TMPRY 2067 AMSL OIL RIG 1.2 NM SOUTH OF RWY 35L,

FDC 2/56 FI/T /GUY/ GUYMON MUNI GUYMON OK, NDB RWY 18 AMDT 3, WHEN DALHART ALSTG NOT AVAILABLE PROC NA.

FDC 2/885 FI/T /OK56/ BLACKWELL-TONKAWA MUNI, BLACKWELL, OK, VOR-A ORIG, RNAV RWY 17 ORIG, RNAV RWY 35 ORIG, WHEN PONCA CITY ALSTG NOT AVAILABLE, USE WICHITA KS ALSTG AND INCREASE ALL MDAS 260 FEET.

FDC 2/1066 FI/T /WWR/ WEST WOODWARD WOODWARD OK, NDB RWY 17 ORIG VOR /DME-A AMDT 4 WHEN GAGE ALSTG NOT AVAILABLE PROCS NA.

TEXAS

[NOTICES TO AIRMEN]

# BIG SPRINGS

BIG SPRINGS MCMAHON-WRINKLE ARPT ACTIVATE MIRL RWY 07/25 HIRL RWY 17L/35R & SSALR RWY 17L 122 8 (5/84)

# BROWNSVILLE

BROWNSVILLE/SOUTH PADRE ISLAND INT'L ARPT RWY 13L  
THR NO LONGER DSPLCD (5/84)

# CENTER

CENTER MUNI ARPT CLSD INDEFLY (4/84)

# CORSICANA

CORSICANA MUNI ARPT RWY 32 THR DSPLCD 1200 FT INDEFLY. (4/84)

# DALLAS-FORT WORTH

DALLAS-FORT WORTH REGIONAL ARPT RWY 18L/36R CLSD EXCEPT NORTH 4000 FT, RESTRICTED TO ACFT GWT 12500 LBS & UNDER PLUS STOL, ONLY DALGT VFR PLUS IFR DEPARTURES (5/84) RWY 36R THR DSPLCD 7388 FT (4/84)

# EDNA

JACKSON COUNTY NDB (EDX) UNUSABLE BYD 15 NM. (5/84)

# HOUSTON

CLOVER FIELD RWYS 01L/19R, 01R/19L & 04R/22L CLSD PERMLY (4/84)

HOUSTON INTERCONTINENTAL ARPT RWY 14R/32L CLSD TO ACFT OVER 110000 LBS GWT (5/84)

# KELLER

ALTA VISTA ARPT FACILITY ABANDONED. (4/84)

# KERRVILLE

KERRVILLE MUNI/LOUIS SCHREINER FLD RWY 02 THR NO  
LONGER DSPLCD (5/84)

# KIRBYVILLE

KIRBYVILLE ARPT RWYS 04/22 13/31 CLSD TO ACFT OVER 6000 LBS GWT. (5/84)

# LAREDO

LAREDO INTL ARPT RWY 27 THR DSPLCD 2199 FT. (4/84)  
ATCT HRS 0900-1900 LCL (5/84)

# LUBBOCK

LUBBOCK INTL ATCT-A/C ATIS HRS 0600-2400 LCL. (4/84)

# NEW BRAUNFELS

NEW BRAUNFELS MUNI ARPT. RWY 04/22 NOW 5000 FT BY  
150 FT (5/84)

# PAMPA

PERRY LEFORS FIELD. RWY 35 SOUTH 790 FT CLSD  
INDEFLY. (5/84)

# PLAINVIEW

HALE COUNTY ARPT LIRL RWY 13/31 CHANGED TO MIRL WHEN ATCT CLSD ACTIVATE MIRL RWY 13/31, VASII RWY

22 AND REIL/VAS RWY 04 120 7 (4/84) RWY 13/31 CLSD INDEFLY (5/84)

# ROCKPORT

ARANSAS CO ARPT RWY 17/35 CHANGED TO 18/36 (6/84)

# SAN ANGELO

MATHIS FIELD RWY 09/27 NO LONGER RESTRICTED TO LIGHT GA ACFT (4/84)

# SAN ANTONIO

STINSON MUNI ARPT: MIRL RWY 14/32 OTS INDEFLY (5/84) CTLZ HRS 0900-2100 LCL (5/84)

# TEMPLE

DRAUGHON-MILLER MUNI ARPT CFR COVERAGE WHEN ARPT  
ATTENDED. AFTER HRS CALL 817-773-4281 (6/84)

# WICHITA FALLS

WICHITA FALLS VORTAC (SPS) MONITORED CONTINUOUS (4/84)

## [FDC NOTAMS]

FDC 4/295 FI/T AWYS TX V198-222 FORT STOCKTON TX. VORTAC TO JUNCTION TX VORTAC. MEA FST TO COP FST 70 DME 8000

FDC 4/312 FI/T /60R/ NAVASOTA MUNI NAVASOTA TX. VOR-A AMDT 1 MSA 3100. PROCEDURE NA AT NIGHT IFR DEPARTURE RWY 35 CLIMB RWY HEADING TO 2100 BEFORE TURNING EAST BOUND

FDC 4/485 FI/T /TDW/AMARILLO/TRADEWIND AMARILLO TX. RNAV RWY 35 AMDT 6 AND NDB-A AMDT 11 CIRCLING MDA CAT D 4400 HAA 758 VIS CAT D 2 1/2 TKOF MINS RWY 35 600-2. IFR DEP PROC RWY 35 PLAN DEP ROUTE TO AVOID 4095 MSL BUILDING 1.8 NM NW OF ARPT.

FDC 4/585 FI/T /SAT/SAN ANTONIO INTL/SAN ANTONIO/ TX NDB RWY 3 AMDT 35, SI MDA 1440 HAT 656 ALL CATS VIS CAT C 1 3/4 D-2/INOPERATIVE COMPONENTS TABLE DOES NOT APPLY TO CATS C/D CIRCLING MDA 1440 HAA 631 ALL CATS VIS CAT C 1 3/4/ RNAV RWY 30L AMDT 8 SI MDA 1340 HAT 550 ALL CATS/VIS CAT C-1 CAT-D 1 1/4. CIRCLING MDA 1340 HAA 531 CATS A/B/C. RADAR-1 AMDT 22/ ASR RWY 30L. SI MDA 1340 HAT 550 ALL CATS VIS CAT C-1 D-1 1/4. ASR RWY 3 SI MDA 1380 HAT 596 ALL CATS. VIS CAT C 1 1/2 D 1 3/4. INOPERATIVE COMPONENTS TABLE DOES NOT APPLY TO CATS C/D CIRCLING MDA 1380 HAA 571 ALL CATS. REASON: 1129 MSL CRANE DURING DAY LIGHT HOURS/1059 CRANE AT NIGHT 1000 FT SW OF ATCT.

FDC 4/707 FI/T /5R5/WHARTON MUNI/WHARTON/TX. NDB RWY 14 AMDT 1/NDB RWY 32 AMDT 1 AND VOR/DME-A AMDT 3 PROC5 NA

FDC 4/833 FI/T /DFW/DALLAS-FORT WORTH REGIONAL DALLAS-FORT WORTH TX. NDB RWY 17R AMDT 5/ ILS RWY 17R AMDT 11/ILS RWY 18L AMDT 12 PROC NA

FDC 4/981 FI/T /ACT/WACD-MADISON COOPER, ACT, TX. NDB RWY 19 AMDT 13. ILS RWY 19 AMDT 10 LOC BC RWY 1 AMDT 7 ALTN MINS NA WHEN ATCT CLSD ACTIVATE SSALR RWY 19 - 119 8.

FDC 4/992 FI/T /BRC/BROWNSVILLE/SOUTH PADRE ISLAND INTL BROWNSVILLE, TX. NDB RWY 31L AMDT 3, PROCEDURE NA.

FDC 4/1085 FI/T /DAL/DALLAS-LOVE FIELD DALLAS TX. ILS RWY 13L AMDT 25 ILS RWY 31L AMDT 12 LOC BC RWY

31R AMDT 25 VOR/DME RWY 13R AMDT 4 MSA FROM LUE VOR  
090-270 2500 ILS RWY 31L AMDT 12 S-LOC 31L MDA  
1560 HAT 1085 ALL CATS CIRCLING MDA 1560 HAA 1073  
ALL CATS MIN ALT ENTRA/LUE 4 DME 1560 /LOC ONLY/.  
RADAR-1 AMDT 23 ASR 31L AND 31R NA 1460 MSL  
CONSTRUCTION CRANE 3 8 NM SE OF AIRPORT

FDC 4/1109 FI/T /F17/ CENTER MUNI CENTER TX NDB  
RWY 17 ORIG PROCEDURE NA

FDC 4/1129 FI/T /AWYS TX V289 PIPES INT, TX TO GGG  
VORTAC, TX ADD MRA SHV VORTAC R 227 AT PIPES INT  
3500

FDC 4/1141 FI/T /GGG/GREGG COUNTY/LONGVIEW/TX NDB  
RWY 13 AMDT 11/ILS RWY 13 AMDT 7/VOR OR TACAN RWY  
13 AMDT 17 CHANGE MISSED APPROACH ALTITUDE AT  
MISSED APPROACH FIX AGREE INT/GGG 11 DME TO 3000

FDC 4/1142 FI/P /DFW/DALLAS-FORT WORTH  
REGIONAL/DALLAS FORT-WORTH TX NDB RWY 17R AMDT  
5/ILS RWY 17L ORIG U S GOVERNMENT APCH AND LNDG  
CHART JIFFY LOM CORRECT IDENT TO FL /FOXTROT LIMA

FDC 4/1155 FI/T /ELP/EL PASO INTL, EL PASO, TX.  
LOC BC RWY 4 AMDT 4, CHANGE IDENT OF LOC AND DME TO  
I-POX VICE I-EIP. PROCEDURE NA WHEN ATCT CLSD

FDC 4/1184 FI/T /MAF/MIDLAND REGIONAL MIDLAND TX  
VOR RWY 16R AMDT 20 SI MDA 3320 HAT 450 ALL CATS  
VIS 1 1/4 CAT C 1 1/2 CAT D RADAR AMDT 1 ASR SI  
16R MDA 3320 HAT 450 ALL CATS VIS 1 1/4 CAT C 1 1/2  
CATS D AND E TEMPORARY OIL RIG 3057 MSL 2 7 NM  
NORTH OF AIRPORT

FDC 4/1232 FI/T /SGR/HULL FIELD HOUSTON TX LOC RWY  
35 ORIG CIRCLING VIS CAT C 1 3/4.

FDC 4/1278 FI/T /CRP/CORPUS CHRISTI INTL CORPUS  
CHRISTI TX TMPRV MISSED APCH PROCS NDB RWY 13  
AMDT 21/ILS RWY 13 AMDT 21. CLIMB TO 2000 THEN  
RIGHT TURN DIRECT CONOR LOM AND HOLD HOLD NW/LT  
129 INBOUND. ILS RWY 35 AMDT 6. CLIMB TO 2000 THEN  
LEFT TURN DIRECT CONOR LOM AND HOLD. HOLD NW/LT/129  
INBOUND

FDC 3/051 FI/T /CXO/ MONTGOMERY COUNTY CONROE, TX  
RNAV RWY 14 ORIG RNAV RWY 32 ORIG PROC NA.

FDC 3/055 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL  
HOUSTON, TX. RNAV RWY 17R AMDT 1. SI MDA 700/HAA  
550 ALL CATS. VIS 1 1/2 CAT C 1 3/4 CAT D. CIRCLING  
MDA 700/HAA 550 CATS A/B/C DSTC MDA TO MDA TO MAP  
ON GS 1.56NM

FDC 3/056 FI/T T86/ LAKESIDE HOUSTON, TX. VOR-A  
AMDT 4 PROC NA. RNAV RWY 15 AMDT 1 SI AND CIRCLING  
MDA/S 900 HAT/HAA 787. SI AND CIRCLING VIS 1 1/4  
CAT B 2 1/4 CAT C HORIZONTAL DSTC MDA TO MAP ON GS  
2 39NM. RNAV RWY 33 AMDT 1 SI AND CIRCLING MDS/S  
900. HAT/HAA 787. SI AND CIRCLING VIS 1 1/4 CAT B 2  
1/4 CAT C. HORIZONTAL DSTC MDA TO MAP ON GS  
2.25NM.

FDC 3/1893 FI/T /SAT/ SAN ANTONIO INTL SAN ANTONIO  
TX. ILS RWY 12R AMDT 9 CAT II CTN. .OBSTNS IN THE  
MISSED APCH AREA RQR A RATE OF CLIMB OF AT LEAST  
360 FPM/100 KNOTS 540 FPM/150 KNOTS 720 FPM/200  
KNOTS NO WIND COND

FDC 3/2524 FI/T /IAH/ HOUSTON INTERCONTINENTAL,  
HOUSTON, TX. ILS RWY 32R AMDT 6. SI-LOC MDA 480.  
HAT 389, ALL CATS. VOR/DME RWY 32R, AMDT 10. SI MDA  
480 HAT 389, ALL CATS CRANE 226 AMSL .9 SE OF RWY

FDC 3/2603 FI/T /CLL/EASTERWOOD FIELD, COLLEGE  
STATION, TX. VOR OR TACAN RWY 10, AMDT 15. S-10

MDA 740 HAT 422 ALL CATS. VIS CAT C/D 1 1/4 CAT E 1  
1/2 OIL RIG 471 MSL 0 5 WEST OF AIRPORT

FDC 3/2624 FI/T /MFE/ MILLER INTERNATIONAL MCALLEN  
TX. NDB RWY 13 AMDT 4 SI VIS CATS A/B 3/4 CAT C  
1 .CAT D 1 1/2 ILS RWY 13 AMDT 5 SI ILS VIS 1/2  
ALL CATS SI LOC VIS CATS A/B 1/2 CAT C 3/4 CAT D  
1 VOR RWY 13 AMDT 12 SI VIS CATS A/B 1/2 . CAT C  
3/4 CAT D 1 MALSR RWY 13 OPNML

FDC 2/247 FI/T /ADS/ ADDISON/ DALLAS /TX TAKEDFF  
MINS RWY 33 STANDARD RWY 15 1200-3 OR STANDARD  
WITH MIN CLIMB OF 574 FEET PER MILE TO 1200

FDC 2/281 FI/T WHEN CHILDRESS TX FSS NOT IN  
OPERATION THE FOLLOWING APPLIES V404 CDS VORTAC TO  
SPS VORTAC NA V102 SNEED INT TO SPS VORTAC MEA  
3700

FDC 2/1865 FI/T AIRWAY TX. WHEN INK TX FSS NOT IN  
OPN THE FOLLOWING APPLIES V68 HDB VORTAC TO MAF  
VORTAC MEA 5200 V16S-94 INK VORTAC TO MAF VORTAC  
MEA 5500 V16-94 CHANGE OVER POINT TO INK VORTAC  
MEA 10000 V222 CHANGE OVER POINT TO FST VORTAC MEA  
8000 V19B HUP VORTAC TO FST VORTAC NA. V16 INK  
VORTAC TO BGS VORTAC MEA 6300

FDC 2/1865 FI/T /AMA / AMARILLO INTL AMARILLO TX.  
WHEN AMARILLO ATCT NOT IN OPN THE FOLLOWING  
APPLIES ASR NOT AVAILABLE ILS RWY 4 AMDT 18 NDB  
RWY 4 AMDT 14 LOC BC RWY 22 AMDT 14 ALTN MINS NA

FDC 2/2572 FI/T /TOO / CHAMBERS COUNTY ANAHUAC, TX.  
NDB RWY 30 AMDT 1 PROC NA

FDC 2/2648 FI/T /MAF/ MIDLAND REGIONAL MIDLAND, TX  
WHEN MIDLAND ATCT NOT IN OPN THE FOLLOWING  
APPLIES ASR NOT AVBL ILS RWY 10 AMDT 11 LOC BC  
RWY 28 AMDT 10 NDB RWY 10 AMDT 8 ALTN MINS NA.  
ACTIVATE MALSR RWY 10 AND MALSR RWY 28 - 118.7

FDC 2/2970 FI/T/ADS/ADDISON DALLAS, TX NDB RWY 15  
AMDT 1 SI MDA 1200/HAT 558 ALL CATS. VIS 1 CAT C 1  
1/2 CAT D CRCG MDA 1220/ HAA 577 CATS A/B/C ILS  
RWY 15 AMDT 5. SI-ILS VIS 1 ALL CATS SI-LOC 15 VIS  
1 ALL CATS CRCG MDA 1220/HAA 577 CATS A/B/C  
NOTE INOP TABLE DOES NOT APPLY LOC-BC ORIG CRCG  
FM MIN MDA 1220/HAA 577 A/B/C. NOTE DISREGARD  
GS INDICATIONS

FDC 1/3039 FI/T /PSX/WHEN PALACIOS TX. FSS NOT IN  
OPN THE FOLLOWING APPLIES V13 CRP VORTAC TO PSX  
VORTAC NA V20-70 CRP TO PSX VORTAC NA.

\*\*\* EAST CENTRAL \*\*\*

ILLINOIS

[NOTICES TO AIRMEN]

#### AURORA

AURORA MUNI ARPT: ATCT & ATIS HRS 0700-2100 LCL.  
CTLZ HRS 0700-2100 LCL. (4/84) RWY 36 REIL CMSND.  
(5/84) ILS RWY 09 (I-ARR) UNMONITORED WHEN ATCT  
CLSD (5/84)

#### CARBONDALE/MURPHYSBORO

SOUTHERN ILLINOIS: ATCT HRS 0700-2100 LCL. (4/84)

#### CASEY

CASEY MUNI APCH/DEP SERVICE PROVIDED BY  
INDIANAPOLIS ARTCC ON FREQS 132.2/307 & WHEN HULMAN  
APCH CTL CLSD (5/84)

#### CHICAGO

LANSING MUNI ARPT RWY 18 THR DSPLCD 350 FT (4/84)

#### DE KALB

DE KALB MUNI ARPT NAME CHANGED TO DE KALB TAYLOR  
MUNI ARPT RWY 09/27 NOW 3500 FT BY 50 FT, LIRL  
CHANGED TO MIRL ACTIVATE MIRL RWY 09/27 122.7  
FIRST 1000 FT RWY 09 IS TWY ONLY (4/84)

#### DIXON

DIXON MUNI-CHARLES R WALGREEN FIELD ACTIVATE MIRL  
RWYS 12/30 & 08/26 & REIL RWYS 08 & 26 123.0.  
(4/84)

#### GALESBURG

GALESBURG MUNI ARPT CLSD TO UNSCHEDULED ACR WITH  
MORE THAN 30 PASSENGER SEATS WITHOUT PRIOR  
PERMISSION, CALL 309-343-4181, EXTENSION 259  
(4/84)

#### OLNEY-NOBLE

OLNEY-NOBLE ARPT ACTIVATE VASI RWYS 10 & 28, REIL  
RWY 10 & MIRL RWY 03/21 & REIL RWY 03 123.0 (5/84)

#### PEORIA

PEORIA VORTAC (PIA) UNMONITORED & WITHOUT VOICE  
INDEFINITE (5/84)

#### STERLING ROCKFALLS

WHITESIDE CO ARPT-JOS H BITTORF FLD CLSD TO  
UNSCHEDULED ACR WITH MORE THAN 30 PASSENGER SEATS  
WITHOUT PRIOR PERMISSION, CALL 815-626-2315. (4/84)

#### STREATOR

ROWE AVIATION ARPT: NAME CHANGED TO STREATOR  
(5/84)

[FDC NOTAMS]

FDC 4/287 FI/T /PRG/EDGAR COUNTY PARIS IL. NDB RWY  
27 AMDT 5 VOR/DME-A AMDT 3 LOCAL ALSTG NA. USE  
TERRE HAUTE ALSTG MINS ONLY.

FDC 4/613 FI/T /PIA/GREATER PEORIA PEORIA IL. ILS  
RWY 12 AMDT 2 ALTN MINS STANDARD WHEN ATCT AND  
RADAR IN OPN ILS RWY 30 AMDT 2 MISSED, APCH CLIMB  
TO 2400 LEFT TURN DIRECT TUNGG LOM AND HOLD  
SOUTHEAST RT 305 IBND. RNAV RWY 4 AMDT 4 RNAV RWY  
22 AMDT 6 VOR/DME OR TACAN RWY 30 AMDT 5 VOR RWY 12  
/TAC/ AMDT 19 ALTN MINS NA.

FDC 4/1050 FI/T /SPI/SPRINGFIELD/CAPITAL AIRPORT,  
SPRINGFIELD, IL. ILS RWY 22, AMDT 3. SI-ILS DH 847  
FEET/HAT 250 FEET ALL CATS. HI-ILS/DME RWY 22, AMDT  
1. SI-ILS: DH 847 FEET, HAT 250 FEET ALL  
CATEGORIES.

FDC 4/1152 FI/T /MLI/QUAD CITY, MOLINE, IL. NDB  
RWY 9 AMDT 25 TRML RTE5 CVA VORTAC TO ML LOM CRS  
AND DSTC 197/16 7. MZV VORTAC TO ML LOM 002/7.7.

DSTC FAF TO MAP/THR 4 4 TOCKY INT TO MI LOM  
088/6 1 ILS RWY 9 AMDT 25 TRML RTE5 CVA VORTAC TO  
ML LOM CRS AND DSTC 197/16 7 MZV VORTAC TO ML LOM  
002/7 7 TOCKY INT TO ML LOM 088/6 1 DSTC FAF TO  
MAP/THR 4 4 GS ALT AT OM 1953. MM 798

FDC 4/1167 FI/T /ORD/CHICAGO-OHARE INTL CHICAGO IL  
NDB RWY 27R AMDT 20 INCREASE MIN SI-27R MDA 1180  
HAT 525 ALL CATS VIS CAT C RVR 5000 CAT D 1 1/2  
MILES CIRCLING CAT A/B/C MDA 180 HAA 513 ILS RWY  
27R INCREASE MINS SI-LOC 27R MDA 1120 HAT 465 ALL  
CATS VIS CAT D RVR 5000 REASON TMPRY 8G7 CRANE

FDC 4/1246 FI/T /ALN/ST LOUIS REGIONAL, ALTON/ST  
LOUIS IL COR US GOVERNMENT APCH AND LNDG CHART  
ILS RWY 29 AMDT 6 AND LOC BC RWY 11 AMDT 4 DELETE  
REFERENCE TO DME FACILITY CHAN 22 ASSOCIATED WITH  
I-ALN LOC DME NOT CMSND

#### INDIANA

[NOTICES TO AIRMEN]

#### FORT WAYNE

FORT WAYNE MUNI/BAER FLD/ARPT ILS RWY 04 (I-CHN)  
OM 'HOONS' UNMONITORED. (5/84) FORT WAYNE VORTAC  
(FWA) VOR PORTION UNUSABLE 050-070 WITHIN 35 NM BLO  
6000 FT & BYD 35 NM ALL ALTS, 245-255 BYD 15 NM ALL  
ALTS, R-236 BLO 6000 FT. (5/84)

#### INDIANAPOLIS

INDIANAPOLIS BROOKSIDE AIRPARK RWYS 18 & 36 REIL  
CMSND (6/84)

#### MICHIGAN CITY

MICHIGAN CITY ARPT RWYS 02 & 20 REIL DCMSND.  
(5/84)

[FDC NOTAMS]

FDC 4/107 FI/T /FWA/ FORT WAYNE MUNI BAER FLD, FORT  
WAYNE, IN ILS RWY 4 AMDT 7 TRML RTE CRETE INT  
/IAF/ TO LIKES INT/ FWA 13.6 DME CRS AND DSTG  
003/2 2/MIE R-003.

FDC 4/500 FI/T /IND/INDIANAPOLIS INTL INDIANAPOLIS  
IN ILS RWY 13 ORIG SI-ILS RWY 13 VIS 1/2 ALL  
CATS SI-LOC VIS CAT A/B 1/2. CAT C/D 3/4. NOTE:  
CAT D SI-LOC 13 VIS INCREASED TO 1 MILE FOR INOP  
MM.

FDC 4/777 FI/T /FWA/FORT WAYNE MUNI/BAER FIELD/FORT  
WAYNE, IN. VOR OR TACAN RWY 4 AMDT 15. RWY 4 SI VIS  
CAT A/B RVR 5000. DME/RADAR MINS SI VIS CAT A/B/C  
RVR 5000. ILS RWY 4 AMDT 7 SI ILS DH 1098, VIS RVR  
5000 ALL CATS. SI LOC VIS RVR 5000 CAT A/B/C. DME  
OR RADAR MINS SI VIS RVR 5000 ALL CATS RADAR-1  
AMDT 17, ASR RWY 4 VIS RVR 5000 CAT A/B/C.

FDC 4/986 FI/T /O30/HUNTINGTON IN. HUNTINGTON  
MUNICIPAL AIRPORT VOR-A AMDT 2 PROC NA

FDC 4/988 FI/T AWY IN. V96 FROM KOKOMO VORTAC IN.  
FORT WAYNE VORTAC IN. MEA 6000.

FDC 4/1148 FI/T /BMG/MONROE COUNTY, BLOOMINGTON,  
IN. VOR RWY 24 AMDT 7 PROC NA VOR RWY 6 AMDT 13  
MISSED APCH CLIMB TO 2500 THEN LEFT TURN DIRECT BMG  
VORTAC AND HOLD SW RIGHT TURNS 055 INBOUND OR WHEN  
DIRECTED BY ATC CLIMBING LEFT TURN TO 2700 VIA BMG  
R-024 TO PAGED INT AND HOLD SW RIGHT TURNS 024  
INBOUND VOR RWY 17 AMDT 8 ADD TRML RTE FROM R-050  
BMG VORTAC COUNTERCLOCKWISE /IAF/ TO R-345 BMG

VORTAC /NOPT/VIA BMG TO DME ARC, ALT 2500 DELETE  
TRML RTE R-103 BMG VORTAC COUNTERCLOCKWISE TO R-345  
BMG VORTAC

# MICHIGAN

[NOTICES TO AIRMEN]

## BATTLE CREEK

W K KELLOGG REGIONAL ARPT CLSD TO ACR OPERATIONS  
WITH MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL  
616-966-3170 (6/84)

## DETROIT/GROSSE ILE

GROSSE ILE MUNI ARPT RWY 21 VASI CMSND ACTIVATE  
MIRL RWYS 17/35 & 03/21, REIL RWY 03 AND VASI RWY  
21 123 0 (4/84)

## DOWAGIAC

CASS COUNTY MEML ARPT RWYS 09 & 27 VASI CMSND  
(4/84) ACTIVATE MIRL & VASIS 09/27 122 8 (5/84)

## PECK

PECK VORTAC (ECK) VOR PORTION UNUSABLE 341-028  
(5/84)

## ST JAMES

WELKE ARPT RWY 18/36 CHANGED TO 17/35 (4/84)

## THREE OAKS

OSELKA ARPT FACILITY REACTIVATED, CLSD TO PUBLIC  
USE. (5/84)

## TRAVERSE CITY

CHERRY CAPITAL ATCT HRS 0700-2200 LCL. (5/84)

## TROY

TROY-OAKLAND ARPT RWYS 09 & 27 VASI CMSND  
ACTIVATE MIRL RWY 09/27 RWYS 09 & 27 122 7 (4/84)

[FDC NOTAMS]

FDC 4/351 FI/T /76D/HURON COUNTY MEMORIAL, BAD AXE  
MI. VOR RWY 3 AMDT 8 VOR RWY 21 AMDT 7 TRML RTE  
ECK VORTAC TO BAD AXE VOR NA RADAR RQRD

FDC 4/352 FI/T /56G/LAMONT, DECKERVILLE, MI NDB  
RWY 9 AMDT 3, NDB RWY 27 AMDT 3, TRML RTE ECK  
VORTAC TO DOV NDB NA RADAR RQRD

FDC 4/376 FI/T /JXN/JACKSON COUNTY-REYNOLDS FLD  
JACKSON MI. VOR RWY 6 AMDT 13 PROC TURN ALT 2500  
VOR RWY 23 AMDT 15 DME MINS NA. DELETE JXN 3 DME  
AND ALT 1560

FDC 4/446 FI/T /IWD/GOGEBC/IRONWOOD/MI. ILS RWY 27  
AMDT 1/VOR/DME RWY 27 AMDT 6 AND VOR RWY 9 AMDT 10  
NOTE ACTIVATE HIRL 9/27 AND MALSR RWY 27 122 8.

FDC 4/543 FI/T /MBS/TRI CITY/SAGINAW/MI NDB RWY 5  
AMDT 7/ILS RWY 23 ORIG ALTN MINS NA ILS RWY 5 AMDT  
9 LOC ALTN MINS NA VOR RWY 5 AMDT 13/VOR RWY 14  
AMDT 12/VOR RWY 32 AMDT 8. ALTN MINS NA FOR NON-DME  
EQUIPPED ACFT.

FDC 4/654 FI/T /D95/DUPONT-LAPEER, LAPEER, MI VOR-  
A AMDT 10 AFTER 2200 LCL ACTIVATE LIRL RWY 18/36  
123 0

FDC 4/661 FI/T /AWY MI/MOCA V7E/V133 ESC VORTAC TO  
MOT VOR/DME NA

FDC 4/795 FI/T /CIU/CHIPPEWA COUNTY INTL SAULT STE  
MARIE MI ILS RWY 16 AMDT 3 SI-ILS 16 CAT E DH 999  
VIS 1/2 HAT 200 SI-LDC 16 CAT E MDA 1160 VIS 3/4  
HAT 361 CIRCLING CAT E MDA 1360 VIS 2 HAA 561 FOR  
MILITARY USE ONLY

FDC 4/1018 FI/P /DTW/DETROIT METROPOLITAN WAYNE  
COUNTY DETROIT MI ILS RWY 27 AMDT 6 CORRECT U S  
GOVT CHART /AL-119/ CHG NOTICE EFF 10 MAY 1984 CHG  
MISSED APCH TO READ CLIMB TO 1100 THEN CLIMBING RT  
TO 3000 DRCT VIP VOR/DME AND HOLD SW LT 055 18ND

FDC 4/1021 FI/T /PLN/EMMET COUNTY PELLSTON MI WHEN  
CTLZ NOT IN EFFECT ALTN MINS NA AND EXCEPT FOR  
OPERS WITH APVD WEA REPORTING SVC USE TRAVERSE CITY  
ALSTG AND REVISE MINS AS FLWS ILS RWY 32 AMDT 6  
SI-ILS 32 DH 1511/HAT 800 ALL CATS VIS CAT A 1 CAT  
B 11/4 CAT C 21/4 CAT D 21/2 SI-LDC 32 MDA  
1800/HAT 1089 ALL CATS VIS CAT A 1/14 CAT B 11/2  
CATS C/D 3 CIRCLING MDA CAT A 1900/HAA 1180 VIS  
CAT A 11/4 CAT B MDA 1920/HAA 1200 VIS CAT B 1  
1/2 CAT C MDA 1920/HAA 1200 VIS CAT C 3 CAT D MDA  
2020/HAA 1300 VIS CAT D 3 EMHUR FIX MINS NA INDP  
TABLE DOES NOT APPLY VOR RWY 23 AMDT 11 SI-23 MDA  
1780/HAT 1060 ALL CATS VIS CAT A 11/4 B 11/2 C/D  
3 CIRCLING MDA CAT A 1900/HAA 1180 VIS CAT A 11/4  
CAT B MDA 1920/HAA 1200 VIS CAT B 11/2 CAT C MDA  
1920/HAA 1200 VIS CAT C 3 CAT D MDA 2020/HAA 1300  
VIS CAT D 3 VOR/DME RWY 5 AMDT 6 SI 5 MDA 2160/HAT  
1445 ALL CATS VIS CAT A 11/4 B 11/2 C/D 3  
CIRCLING MDA 2160/HAA 1440 ALL CATS. VIS CAT A 11/4  
CAT B 11/2 CATS C/D 3

FDC 4/1023 FI/T /Y15/CHEBOYGAN COUNTY CHEBOYGAN  
MI VOR RWY 9 AMDT 4 CHG NOTE WHEN PELLSTON ALSTG  
IS NOT AVBL USE ALPENA ALSTG AND INCREASE ALL MDAS  
500 DME MINS NA.

FDC 4/1024 FI/T /YB4/MACKINAC ISLAND MACKINAC  
ISLAND MI VOR/DME-A AMDT 6 CNG NOTE USE PELLSTON  
ALSTG WHEN NOT AVBL USE SAULT STE MARIE CAN ALSTG  
AND INCREASE ALL MDAS 100.

FDC 4/1025 FI/T /CVX/CHARLEVOIX MUNI CHARLEVOIX MI.  
NDB RWY 8 AMDT 7 NDB RWY 26 AMDT 8 CHG NOTE WHEN  
PELLSTON ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG  
AND INCREASE ALL MDAS 160.

FDC 4/1081 FI/T /ESC/DELTA COUNTY ESCANABA/MI VOR  
RWY 18 AMDT 4 DME MINIMA NA.

FDC 4/1206 FI/T /YIP/DETROIT/WILLOW RUN DETROIT MI  
ILS RWY 5R AMDT 10 SI-ILS 5R DH 965 HAT 250 ALL  
CATS. INOP TABLE DOES NOT APPLY TO MM EXCP CAT D  
VIS INCREASED 1/4 MI

FDC 4/1274 FI/T /IMT/FORD IRON MOUNTAIN/KINGSFORD  
MI ILS RWY 1 AMDT 5. RADAR REQUIRED MISSED  
APCH. CLIMB TO 4000 VIA NORTH COURSE OF LOC THEN  
RIGHT TURN HDG 140 AND ESC R-278 TO GERLA INT AND  
HOLD EAST/RT/278 INBOUND LOC/DME BC RWY 19 AMDT 5  
PROC NA

FDC 3/1308 FI/T /IWD/ GOGEBC COUNTY/ IRONWOOD/ MI  
VOR RWY 9 AMDT 10 NOTE EXCEPT FOR OPERATORS WITH  
APPROVED WEA REPORTING SERVICE SI RWY 9 MDA  
2300/HAT 1074 ALL CATS. VIS CAT A 1 1/4 CAT B 1 1/2  
CAT C/D 3 CIRCLING CAT A MDA 2320/HAA 1090 VIS 1  
1/4 CAT B MDA 2320/HAA 1090 VIS 1 1/2 CAT C MDA  
2340/HAA 1110 VIS 3/CAT D MDA 2480/HAA 1250 VIS 3.  
ALTN MINS NA NOTE USE RHINELANDER ALSTG/WHEN NOT

AVAILABLE PROC NA VOR/DME RWY 27 AMDT 6 NOTE  
EXCEPT FOR OPERATORS WITH APPROVED WEA REPORTING  
SERVICE SI RWY 27 MDA 2280/HAT 1050 ALL CATS VIS  
CAT A 1 1/4 CAT B 1 1/2 CAT C/D 3 INOP TABLE DOES  
NOT APPLY TO MALS RWY 27 CIRCLING CAT A MDA  
2320/HAA 1090 VIS 1 1/4 CAT B MDA 2320/HAA 1090 VIS  
1 1/2 CAT C MDA 2340/HAA 1110 VIS 3/CAT D MDA  
2480/HAA 1250 VIS 3 ALTN MINS NA NOTE USE  
RHINELANDER ALSTG/ WHEN NOT AVAILABLE PROC NA

FDC 3/1402 FI/T /IWD/ GOGEBIC COUNTY IRONWOOD MI  
ILS RWY 27 AMDT 1 NOTE EXCEPT FOR OPERATORS WITH  
APPROVED WEATHER REPORTING SERVICE THE FOLLOWING  
APPLIES SI-ILS DH 1720 HAT 490 ALL CATS SI-LOC  
MDA 1920 HAT 690 ALL CATS VIS CAT C 1 1/2 CAT D 1  
3/4 CIRCLING MDA CAT A B AND C 2320 HAA 1090 CAT  
D MDA 2480 HAA 1250 VIS CAT A 1 1/4 CAT B 1 1/2  
CAT C AND D 3 USE RHINELANDER ALTIMETER SETTING  
WHEN NOT AVAILABLE PROC NA ALTN MINS NA

FDC 3/2549 FI/T /APN/ PHELPS COLLINS, ALPENA, MI  
VOR RWY 19 AMDT 12, VOR RWY 1/TAC/AMDT 12, VOR RWY  
13/TAC/AMDT 10 WHEN PELLSTON CTLZ NOT IN EFFECT  
ALTN MINS NA

FDC 3/2557 FI/T /BFA/ BOYNE MOUNTAIN BOYNE FALLS/  
MI NDB-A AMDT 3 CHG NOTE WHEN PELLSTON ALSTG IS  
NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE AMERS  
INT ALT AND ALL MDA/S 100 RNAV-B ORIG CHG NOTE  
WHEN PELLSTON ALSTG IS NOT AVBL USE TRAVERSE CITY  
ALSTG AND INCREASE 2 2NM FROM MAP WPT ALT AND ALL  
MDA/S 100

FDC 3/2565 FI/T /AWY, MI, WHEN PELLSTON MI CTLZ NOT  
IN EFFECT, RADAR REQUIRED FOR V233 BETWEEN MOP  
VOR/DME AND GLR VOR/DME

FDC 3/2589 FI/T /GLR/ OTSEGO GAYLORD MI NDB RWY 9  
AMDT 6 VOR RWY 9 AMDT 5 CHG NOTE WHEN LOCAL ALSTG  
IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE  
ALL MDA/S 360 VOR RWY 27 AMDT 5 CHG NOTE WHEN  
LOCAL ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND  
INCREASE GLR 4 DME STEP DOWN FIX ALT AND ALL MDA/S  
360

#### OHIO

[NOTICES TO AIRMEN]

#### AKRON

AKRON FULTON INTL ARPT RWY 07/25 NOW 6355 FT BY  
150 FT. RWY 25 THR DSPLCD 1037 FT (5/84)

#### BELLEFONTAINE

BELLEFONTAINE MUNI ARPT APCH/DEP SERVICE PROVIDED  
BY INDIANAPOLIS ARTCC ON FREQS 134 7/269 0 (5/84)

#### KENTON

HARDIN COUNTY ARPT APCH/DEP SERVICE PROVIDED BY  
INDIANAPOLIS ARTCC ON FREQS 134 7/269 0 (5/84)

#### LIMA

LIMA ALLEN COUNTY ARPT APCH/DEP SERVICE PROVIDED  
BY INDIANAPOLIS ARTCC ON FREQS 134 7/269 0 (5/84)

#### LONDON

MADISON COUNTY ARPT ACTIVATE LIRL RWY 08/26 123 0  
(5/84)

#### MARYSVILLE

MARYSVILLE NDB (MRT) OTS INDEFLY (5/84)

#### MEDINA

FREEDOM FIELD RWY 36 THR DSPLCD 365 FT (5/84)

#### NEW LEXINGTON

PERRY COUNTY APCH/DEP SERVICE PROVIDED BY  
INDIANAPOLIS ARTCC ON FREQS 124 45/370 9 (5/84)

#### WAPAKONETA

NEIL ARMSTRONG ARPT. CLSD CHRISTMAS & NEW YEARS  
DAY (5/84)

#### WILMINGTON

AIRBORNE ARPK CLSD TO ACR OPNS WITH MORE THAN 30  
PASSENGER SEATS 1200 LCL SAT-1200 LCL MDN EXCEPT  
PPR CALL 513-382-5591 (5/84)

[FDC NOTAMS]

FDC 4/301 FI/T /2D7/BEACH CITY, BEACH CITY, OH,  
VOR-A AMDT 1 PROC NA

FDC 4/304 FI/T /2G1/ CONCORD AIRPARK, PAINESVILLE,  
OH VOR-A AMDT 7 PROC NA

FDC 4/970 FI/T /TOL/TOLEDO EXPRESS TOLEDO, OH.  
RADAR-1 AMDT 12, MISSED APCH 1/2 MILE FROM  
THRESHOLD ALL RWYS.

FDC 4/1187 FI/T /UYF/MADISON COUNTY LONDON OHIO  
NDB RWY 8 AMDT 2 ADD NOTE ACTIVATE MRL RWY 8-26  
CTAF

FDC 4/1273 FI/T /BKL/BURKE LAKEFRONT CLEVELAND OH  
NDB RWY 24R AMDT 5, SI 24R MDA 1460/HAT 877 ALL  
CATS SIDESTEP RWY 24L MDA 1460/HAT 876 ALL CATS  
CIRCLING MDA 1460/HAA 876 ALL CATS REASON TMPRY  
CRANE 9 NM SSW OF ARPT

FDC 3/012 FI/T /AXV/ NEIL ARMSTRONG WAPAKONETA, OH  
VOR-A AMDT 2 MSA FROM ROD VORTAC 3000

FDC 3/013 FI/T /117/ PIQUA, OH. VOR RWY 26 AMDT 2  
MSA FROM ROD VORTAC 3000

FDC 3/2237 FI/T /CLE/ CLEVELAND HOPKINS INTL,  
CLEVELAND, OH RWY 18R-36L REDESIGNATED RWY 18-36  
RNAV RWY 18R AMDT 7 CHANGED TO RNAV RWY 18 AMDT 7,  
RNAV RWY 36L AMDT 7 CHANGED TO RNAV RWY 36 AMDT 7,  
RADAR-1 AMDT 27 ASR RWY 18R AND 36L CHANGED TO 18  
AND 36 IFR TKDF MINS AND DEP PROCS CHANGE REF RWY  
18R/18L TO 18 AND 36R/36L TO 36

FDC 3/2548 FI/T /YNG/ YOUNGSTOWN MUNI, YOUNGSTOWN,  
OH VOR RWY 18 AMDT 15 RWY 18-36 REDESIGNATED 1-19.  
VOR RWY 18 CHANGED TO VOR RWY 19 AMDT 15 PROC TURN  
CHANGED TO RIGHT SIDE OF CRS 003 OUTBOUND 2700  
WITHIN 10 MILES OF YNG VORTAC. NDB RWY 32 AMDT 16,  
ILS RWY 14 AMDT 2, ILS RWY 32 AMDT 21, VOR RWY 19  
AMDT 15, AND RADAR-1 AMDT 8 ADD NOTE WHEN ATCT CLSD  
CTC YNG FSS 119 5 FOR MALS RWY 14 OR SSALR RWY 32.

FDC 3/2586 FI/T /CGF/ CLEVELAND/CUYAHOGA CO  
CLEVELAND OH VOR-A ORIG ILS RWY 23 AMDT 7 NDB  
RWY 23 AMDT 3 LOC BC RWY 5 AMDT 5 CHG NOTE TO  
READ WHEN CTLZ NOT IN EFFECT USE CLEVELAND ALSTG  
AND INCREASE ALL MDA'S 80 FEET

WISCONSIN  
[NOTICES TO AIRMEN]

GREEN BAY

FOXAIR SEAPLANE BASE FACILITY REACTIVATED RWY  
04/22 8500 FT BY 200 FT RWY 01/19 3400 FT BY 200  
FT (5/84)

JANESVILLE

JANESVILLE VORTAC (JVL) VOR PORTION UNUSABLE 030-  
040 BEYOND 5 NM BELOW 1500 FT, 130-142 BELOW 2800  
FT (5/84)

KENOSHA

KENOSHA VOR (ENW) UNRESTRICTED (5/84)

MOSINEE

CENTRAL WISCONSIN ARPT CLSD TO ACR OPERATIONS WITH  
MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL 715-  
693-2147 (6/84)

NEW LONDON

NEW LONDON AVIATION INC ARPT CLSD PERMLY (4/84)

RHINELANDER

RHINELANDER-ONEIDA COUNTY ARPT. CLSD TO ACR  
OPERATIONS WITH MORE THAN 30 PASSENGER SEATS EXCEPT  
PPR CALL 715-362-3641 (6/84)

SHEBOYGAN

SHEBOYGAN COUNTY MEMORIAL ARPT: RWY 13/31 NOW 4000  
FT BY 75 FT. (5/84)

[FDC NOTAMS]

FDC 4/28 FI/T /OSH/ WITTMAN FIELD, OSHKOSH, WI  
ILS RWY 36 AMDT 4, NDB RWY 36 AMDT 3, LOC DME BC  
RWY 18 AMDT 3, VOR RWY 18 AMDT 4, VOR RWY 27 AMDT  
2, VOR RWY 36 AMDT 14, VOR RWY 9 AMDT 6 ADD PROC  
NOTE WHEN ATCT CLSD ACTIVATE HIRLS RWY 18-36 AND  
MALSR RWY 36 ON 118.5

FDC 4/132 FI/T /RHI/RHINELANDER-ONEIDA COUNTY  
RHINELANDER WI ILS RWY 9 AMDT 1 ALTN MINS NA

FDC 4/188 FI/T /MSN/DANE COUNTY REGIONAL-TRUAX  
FIELD, MADISON, WI. HI-TACAN RWY 36 AMDT 1 SI 36  
MDA 1360/HAT 498 CATS C,D,E VIS CAT D RVR 5000 CAT  
E RVR 6000.

FDC 4/316 FI/T /UES/WAUKESHA COUNTY/WAUKESHA/ WI.  
LOC RWY 10 ORIG/VOR-A AMDT 11 ADD NOTE ACTIVATE  
MIRL RWY 10-28/LIRL RWY 18R-36L/REIL RWY 10 ON  
123.7.

FDC 4/327 FI/T /ATW/OUTAGAMIE COUNTY APPLETON WI.  
NDB RWY 3 AMDT 8/NDB RWY 11 AMDT 1/ NDB RWY 29 AMDT  
1/ ILS RWY 3 AMDT 10/LOC BC RWY 21 AMDT 2/ VOR/DME  
RWY 3 AMDT 1/ RNAV RWY 29 AMDT 1. CHG NOTE ACTIVATE  
HIRLS RWY 3/21 11/29 REIL RWY 11/29 AND SSALR RWY 3  
ON 119.6.

FDC 4/335 FI/T /STE/STEVENS POINT MUNI STEVENS  
POINT WI VOR RWY 3 AMDT 9. VOR RWY 21 AMDT 13,  
VOR RWY 30 AMDT 12. NOTE . ACTIVATE MIRL RWY 3/21  
12/30 VASI RWY 3/21 MALSR RWY 21 ON UNICOM

FDC 4/432 FI/T /FLD/FOND DU LAC COUNTY FOND DU LAC  
WI. NDB RWY 9 AMDT 3 SDF RWY 36 AMDT 3 VOR/DME RWY

18 AMDT 4 VOR/DME RWY 36 AMDT 4 ADD NOTE ACTIVATE  
HIRLS RWY 9-27 RWY 18-36 AND REIL RWY 18 36 ON  
UNICOM

FDC 4/433 FI/T /SUW/RICHARD I BONG SUPERIOR WI NDB  
RWY 31 ORIG VOR RWY 13 AMDT 2 VOR/DME RWY 31 ORIG  
ADD NOTE ACTIVATE MIRL RWY 13-31 ON UNICOM

FDC 4/471 FI/T /CO2/AMERICANA LAKE GENEVA WI VOR  
RWY 23 AMDT 4 VEENA TO BUU VOR 178 COURSE OUTBOUND  
TO PT 041 FAC 221 MISSED APCH HOLDING NE. RIGHT  
TURN, 221 INBOUND ADD NOTE ACTIVATE MIRL 5/23  
UNICOM

FDC 4/669 FI/T /C31/HARTFORD MUNI/HARTFORD/WI VOR-  
A AMDT 3 TRML RTE CARVY INT TO ETB VOR CHG CRS TO  
170 DEGREES FAC 251 HOLDING IN LIEU OF PROC TURN  
HOLD EAST ETB VOR 251 INBOUND RIGHT TURNS 2800 IN  
LIEU OF PROC TURN/IAF/ MISSED APCH CLIMBING RIGHT  
TURN TO 2800 VIA ETB VOR R-251 TO ETB VOR AND HOLD  
EAST RIGHT TURNS 251 INBOUND. SLING INT DESCRIBED  
AS THE ETB VOR R-251 AND BAE VORTAC R-360 NDB RWY  
11 AMDT 2 KIERS INT FAF DESCRIBED AS THE ETB VOR R-  
265 AND HXF NDB BRG 304

FDC 4/853 FI/T /D27/PRICE COUNTY, PHILLIPS, WI  
NDB-A, AMDT 2 ACTIVATE MIRL RWY 6/24 AND REIL RWY  
24 ON UNICOM

FDC 4/935 FI/T /LSE/LA CROSSE MUNI LA CROSSE WI  
NDB RWY 18 AMDT 9 SI RWY 18 VIS CAT A 1 1/4 CAT B 1  
1/2 CAT C 3 CAT D 3 NDB/VOR MINS SI RWY 18 VIS  
CAT A 1 CAT B 1 1/4 CAT C 2 1/4 CAT D 2 1/2 INOP  
TABLE DOES NOT APPLY TO MALSR, ILS RWY 18 AMDT 11  
SI ILS RWY 18 VIS 3/4 ALL CATS SI LOC-18 VIS CAT A  
1 CAT B 1 CAT C 2 CAT D 2 1/4 LOC/VOR MINS SI-LOC-  
18 CAT A 1 CAT B 1 CAT C 1 1/4 CAT D 1 1/2

FDC 4/1104 FI/T /ATW/OUTAGAMIE COUNTY APPLETON WI  
ILS RWY 3 AMDT 10 DSTC TO THR FROM MM BECOMES 0.5  
NM GS ALT AT MM BECOMES 1089 FT.

FDC 3/268 FI/T /JVL/ ROCK COUNTY JANESVILLE, WI  
VOR/DME RWY 22 TAC AMDT 1 SI CIRCLING MDA 1500 ALL  
CATS HAT 695/HAA 692. SI AND CIRCLING VIS CAT A/B 1  
CAT C 2 CAT D 2 1/4 CAT D ALTN MIN 800 2 1/2. VDP  
NA.

FDC 3/439 FI/T /OSH/ WITTMAN FIELD OSHKOSH, WI. NDB  
RWY 36 AMDT 3 ILS RWY 36 AMDT 4 LOC/DME BC RWY 18  
AMDT 3 ALTN MINS NA.

FDC 3/504 FI/T /MSN/ DANE COUNTY REGIONAL/ TRUAX  
FIELD MADISON WI. NDB RWY 36 AMDT 25 ILS RWY 18  
AMDT 3 ILS RWY 36 AMDT 25 WHEN ATCT NOT IN OPN  
ALTN MINS NA

FDC 2/1762 FI/T /LNL/ KINGS LAND OLAKES LAND OLAKES  
WI. NDB RWY 14 AMDT 6 PROC NA.

FDC 2/2548 FI/T /SBM / SHEBOYGAN COUNTY MEMORIAL  
SHEBOYGAN, WI NDB RWY 21 AMDT 4 PROC NA

\*\*\* SOUTHEAST \*\*\*

ALABAMA

[NOTICES TO AIRMEN]

CENTRAL

EVANS ARPT FACILITY ABANDONED (4/84)

DECATUR

DECATUR VOR (DCU) DME CMSND, VOR/DME UNMONITORED  
(5/84)

GADSDEN

GADSDEN VOR/DME (GAD) DME PORTION UNUSABLE 090-360  
BYD 20 NM BELOW 4000 FT, 360-250 BYD 30 NM BELOW  
4000 FT, 250-090 BYD 30 NM BELOW 3000 FT (6/84)

TALLADEGA

TALLADEGA MUNI ARPT CLSD TO ACR OPERATIONS WITH  
MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL 205-  
362-6661 (5/84)

THEODORE

IDLE HOUR ARPT FACILITY ABANDONED (6/84)

TROY

TROY MUNI ARPT RWY 25 VASI CMSND (4/84)

TUSCALOOSA

TUSCALOOSA MUNI ATCT HRS 0600-2100 LCL (5/84)

[FDC NOTAMS]

FDC 4/757 FI/T /3A1/ FOLSOM FIELD, CULLMAN, AL IFR  
DEP PROC RWYS 1 AND 19, CLIMB RWY HEADING TO 1500  
BEFORE TURNING ON CRS

FDC 4/842 FI/T /LQR/LOWE AHP FORT RUCKER /OZARK/AL  
COPTER NDB 060 AMDT 1 PROC NA

FDC 4/848 FI/T /7A2/DEMOPOLIS MUNI DEMOPOLIS AL  
VOR/DME - A AMDT 1 PROC NA

FDC 4/1182 FI/P /MVC/MONROE COUNTY MONROEVILLE AL  
VOR/DME RWY 3 ORIG CORRECT U S GOVT CHART SE  
VOLUME 1 AL-5394 PAGE 281 DATED 12 APR 84 CHANGE  
NOTE TO READ USE WHITING NAVAL AIR STATION ALSTG  
WHEN NOT AVBL USE PENSACOLA ALSTG AND INCREASE ALL  
MDAS 60 FEET

FDC 4/1200 FI/P /MGM/DANNELLY FIELD MONTGOMERY AL  
RADAR-1 AMDT 6 CORRECT U S GOVT CHART SE VOL-1  
PAGE XXIX DATED 12 APR 1984 ELEV 221

FDC 4/1306 FI/P /ASN/TALLADEGA MUNI TALLADEGA AL  
VOR/DME RWY 3 AMDT 4 CORRECT U S GOVT CHART  
SOUTHEAST VOLUME 1 AL-5656 PAGE 382 DATED 12 APR  
84 MAP TDG R-039/1 5 MISSED APCH HOLD ON FLADE  
6 S DME SW, RT, 039 INBOUND

FDC 4/1308 FI/P /O5A/TALLASSEE MUNI/TALLASSEE/AL  
CORRECT U S GOVT CHART SE, VOLUME 1 PAGE XX DATED  
12 APR 84 DELETE TKOF MINS

FLORIDA

[NOTICES TO AIRMEN]

BARTOW

BARTOW MUNI ATCT HRS 0700-1700 LCL (5/84)

OKEECHOBEE

OKEECHOBEE COUNTY ARPT ACTIVATE LIRL RWY 04/22  
123 0 (5/84)

PANAMA CITY

PANAMA CITY-BAY COUNTY ARPT RWY 04/22 CHANGED TO  
05/23, 4878 FT BY 150 FT RWY 14/32 NOW 6304 FT BY  
150 FT (5/84)

PLANT CITY

PLANT CITY MUNI ARPT RWY 09 THR DSPLCD 200 FT  
RWY 27 THR DSPLCD 100 FT (4/84)

VERO BEACH

VERO BEACH MUNI ARPT RWY 11R/29L NOW 7180 FT BY  
100 FT RWY 29L THR DSPLCD 909 FT (5/84)

[FDC NOTAMS]

FDC 4/260 FI/T /CRG/CRAIG MUNI JACKSONVILLE FL.  
RADAR-1 AMDT 3 CIRCLING MDA 660 FT HAA 619 FT ALL  
CATS VISIBILITY 1 1/4 CAT B 1 3/4 CAT C MISSED  
APPROACH CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO  
2000 DIRECT JAX VORTAC AND HOLD SE RT 335 INBOUND.

FDC 4/465 FI/T /B1J/DESTIN-FT WALTON BEACH/DESTIN,  
FL RADAR-1 AMDT 5 SI 14 AND SI 32 FAF 5NM RADAR  
- 1500 FEET

FDC 4/475 FI/T /OCF/OCALA MUNI/JIM TAYLOR FIELD  
OCALA FL LOC RWY 36 AMDT 2 VOR RWY 36 AMDT 11  
MSA FROM OCF VORTAC 2100

FDC 4/566 FI/T /OMN/ ORMOND BEACH MUNI ORMOND BEACH  
FL VOR RWY 8 AMDT 9 PROC NA

FDC 4/623 FI/T /TIX/TITUSVILLE-COCOA/TITUSVILLE/FL  
NDB RWY 18 AMDT 9/ILS RWY 36 AMDT 7, MSA FROM GGL  
NDB 090-180 15000/180-090 2700

FDC 4/626 FI/T /TLH/TALLAHASSEE MUNI TALLAHASSEE FL  
LOC BC RWY 18 AMDT 13 PROC NA

FDC 4/782 FI/T AWYS V3/51 MALET FL FIX TO ORMOND  
BEACH /OMN/FL VORTAC MEA 4000 VIS25 OAKIE FL FIX  
TO ORMOND BEACH/OMN/ FL VORTAC MEA 4000

FDC 4/802 FI/T /DAB/DAYTONA BEACH REGIONAL, DAYTONA  
BEACH FL VOR RWY 34 AMDT 2, PROC NA VOR RWY 16  
AMDT 15 MISSED APCH CLIMB TO 4000 VIA OMN R-161  
TO SMYRA INT AND HOLD LOC BC RWY 24R AMDT 10 18  
DME ARC UNUSBL R-151 CLKWS R-161 BLO 4000 ILS RWY  
6L AMDT 24 18 DME ARC UNUSBL R-161 CLKWS R-166 BLO  
4000

FDC 4/855 FI/T /FMY/PAGE FIELD MFORT MYERS FL TKOF  
MINS RWY 5 400-1 DR STANDARD WITH MIN CLIMB OF 300  
FEET PER NM TO 400 FEET REASON .167 FT CRANE 1/2  
NM NE OF ARPT.

FDC 4/917 FI/T /TLH/TALLAHASSEE MUNI, TALLAHASSEE  
FL ILS RWY 27L AMDT 1, S-ILS 27L DH 304, VIS  
4000, HAT 250 ALL CATS S-LOC 27L VIS 4000 CATS A  
AND B S-LOC 27L (LOC/VOR MINIMA) VIS 4000 CATS A/B  
AND C.

FDC 4/1125 LASER LIGHT BEAM WILL BE CONDUCTED BY  
EPCOT CENTER IN LAKE BUENA VISTA FLORIDA MAY 21,  
1984 THRU JUNE 8 1984 FROM MIDNIGHT TO 2AM LOCAL  
DAILY AND JUNE 9 1984 THRU SEPT 15 1984 10PM TIL  
11PM LOCAL DAILY. ORLANDO/ORL/VORTAC 229/015  
282225N/813159W. LASER LIGHT BEAM MAY BE INJURIOUS  
TO PILOTS EYES WITHIN 1 NM Laterally AND 5000 FEET  
VERTICALLY OF LIGHT SOURCE.



FDC 4/1156 FI/T AWY V7 BSY VORTAC/BISCAYNE BAY FL/  
TO SWAGS FL FIX MEA 6000 MOCA 1500 V159 FLL  
VOR/DME/FT LAUDERDALE FL/ TO TBIRD FL FIX MEA 5000  
MOCA 1500

FDC 4/1186 FI/T /TPA/TAMPA INTL TAMPA FL LOC BC  
RWY 36R AMDT 18 SI MDA 500/HAT 480 ALL CATS VIS  
CAT C 1 1/4 CAT D 1 1/2 RADAR-1 AMDT 10 ASR RWY  
36L MDA 500/HAT 488 ALL CATS REASON 238 FT TMPRY  
CRANE 1 2 NM SE THR RWY 36R

FDC 4/1190 FI/T /TPA/TAMPA INTL TAMPA FL NDB RWY  
36L AMDT 12 SI MDA 620/HAT 608 ALL CATS VIS CAT  
C RVR 6000 CAT D 1 3/4. CIRCLING MDA 620/HAA 593  
ALL CATS VOR RWY 9 AMDT 7 DME MIN NA RADAR-1  
AMDT 10 SI ASR RWY 36R MDA 620/HAT 600 ALL CATS  
VIS CAT C 1 1/2, CAT D 1 3/4 SI ASR RWY 27 MDA  
620/HAT 593 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4  
CIRCLING MDA 620/HAA 593 ALL CATS NDB RWY 18L AMDT  
31, ILS RWY 18L AMDT 35, ILS RWY 18R AMDT 1, ILS  
RWY 36L AMDT 11, LOC BC RWY 36R AMDT 18 CIRCLING  
MDA 620/HAA 593 CATS A/B/C/D REASON TMPRY 306 FT  
CRANE LAT 275738N LONG 0803049W

FDC 4/1207 FI/T /PBI/PALM BEACH INTL WEST PALM  
BEACH FL ILS RWY 9L AMDT 20 TERMINAL ROUTE R-359  
PBI VORTAC CW TO PB LOM 14 DME ARC/UNUSABLE LOC BC  
RWY 27R AMDT 10/TERMINAL ROUTE/R328 PBI VORTAC CW  
TO KEACH 4 3 DME/14 DME ARC/UNUSABLE HOMEY THREE  
STAR UNUSBL.

FDC 4/1208 FI/T /LNA/PALM BEACH COUNTY PARK WEST  
PALM BEACH FL VOR RWY 15 ORIG 8 DME ARC PBI R-189  
CLKWS TO TO PBI R-002 NA.

FDC 4/1245 FI/T /FLL/FT LAUDERDALE-HOLLYWOOD INTL,  
FORT LAUDERDALE, FL. VOR RWY 9L AMDT 17 VOR RWY 13  
AMDT 14 PROCS NA

FDC 3/168 FI/T /BOW/BARTOW MUNI BARTOW, FL.  
VOR/DME RWY 9L ORIG SI-9L MINS NA

FDC 3/630 FI/T DIRECT RTE EGLIN FL. VORTAC /VPS/ R-  
180/31 8 TO PHIPS INT FL NA PHIPS INT FL NA

#### GEORGIA

[NOTICES TO AIRMEN]

#### LAVONIA

SHUFORD MUNI ARPT. FACILITY ABANDONED (4/84)

#### MACON

LEWIS B. WILSON, ATIS AVBL 0600-2300 LCL ON FREQS  
118 95/327.5. (5/84)

#### MARIETTA

MCCOLLUM ARPT. RWY 09 THR DSPLCD 578 FT. (5/84)

#### MOULTRIE

SPENCE ARPT. CLSD TO ACR OPERATIONS WITH MORE THAN  
30 PASSENGER SEATS EXCEPT 24 HRS PPR CALL 912-985-  
1794. (5/84)

#### STATESBORO

STATESBORO MUNI ARPT. ACTIVATE MRL 13/31 AFTER  
2400 & VASI RWY 13/31 122 8. (4/84)

#### THOMASVILLE

THOMASVILLE MUNI ARPT MRL OPERATES DUSK-DAWN  
(6/84)

#### VALDOSTA

VALDOSTA MUNI ARPT CLSD TO UNSCHEDULED ACR  
OPERATIONS WITH MORE THAN 30 PASSENGER SEATS EXCEPT  
24 HRS PPR CALL 912-242-3951 (5/84) VOR/DME(VLD)  
VOR PORTION UNUSABLE 042-047, 068-072, 080-088,  
098-100, 134-138, 154-156, 183-187, 214-218, 226-  
238, 244-246, 253-257, AND 343-354 ALL ALTS &  
DSTCS. (5/84)

[FDC NOTAMS]

FDC 4/827 FI/T /VLD/VALDOSTA MUNI, VALDOSTA, GA.  
ILS RWY 35 AMDT 3 TEARDROP VLD VOR/DME TO I-VLD  
LOC NA KARPP INT NA MISSED APCH-CLIMB TO 800  
THEN CLIMBING LEFT TURN TO 2000 VIA VLD R-360 TO  
VLD VOR/DME AND HOLD NORTH, RT. 180 INBOUND VOR  
RWY 35 AMDT 24 PROC TURN LEFT SIDE OF CRS 177  
OUTBOUND MISSED APCH-CLIMBING LEFT TURN TO 1800  
VIA VLD R-360 TO VLD VOR/DME AND HOLD NORTH, RT. 180  
INBOUND VOR RWY 17 ORIG MISSED APCH-CLIMB TO 2000  
VIA VLD R-004 TO VLD VOR/DME AND HOLD NORTH, RT.  
180 INSOUND.

FDC 4/801 FI/T /LSF/LAWSON AAF FORT  
BENNING/COLUMBUS/GA ILS RWY 32 AMDT 6 TRML ROUTE  
BOLYN INT TO XLE NDB 332/3 2

FDC 4/805 FI/T /ABY/ALBANY-DOUGHERTY COUNTY,  
ALBANY, GA LOC BC RWY 22 AMDT 4. TRML ROUTE ABY  
VORTAC TO DDOMS INT NA

FDC 4/1008 FI/T /46J/HAZLEHURST HAZLEHURST GA.  
VOR/DME RWY 32 AMDT 5 NA

FDC 4/1231 FI/T /AGS/BUSH FIELD AUGUSTA GA.  
EFFECTIVE EXCEPT WHEN ATC ADVISES CRANE IS DOWN.  
NDB RWY 17 AMDT 12. SI MDA 760/HAT 615 ALL CATS.  
VIS 6000 CAT C 1 3/4 CAT D. CIRCLING MDA 760/ HAA  
615 ALL CATS. VIS 1 3/4 CAT C NDB RWY 35 AMDT 25.  
CIRCLING MDA 760/HAA 615 CATS C/D. ILS RWY 17 AMDT  
5/ILS RWY 35 AMDT 24/RADAR-1 AMDT 6 CIRCLING MDA  
760/HAA 615 CATS C/D. VIS 1 3/4 CAT C. REASON TMPRY  
CRANE 1 4 NM NW OF ARPT

FDC 3/662 FI/T /ATL/ THE WILLIAM B HARTSFIELD  
ATLANTA INTL ATLANTA, GA. ILS RWY 8 AMDT 54 ADD  
NOTE: LOC UNUSBL INSIDE RWY THR

FDC 3/2574 FI/T AWY V185 AGS VORTAC /AUGUSTA GA/ TO  
GRD VORTAC/ GREENWOOD SC/ NA USING AGS R-003 USE  
GRD R-180 AGS TO GRD.

#### KENTUCKY

[NOTICES TO AIRMEN]

#### ELIZABETHTOWN

ELIZABETHTOWN ARPT: RWY 05/23 NOW 3400 FT BY 75 FT.  
RWY 05 THR DSPLCD 600 FT. RWY 23 THR DSPLCD 500  
FT. (4/84)

#### HAZARD

EASTERN KENTUCKY REGIONAL ARPT: NEWLY REPORTED  
FACILITY. RWY 06/24 3240 FT BY 60 FT, MRL CMSND  
RWY 06 THR DSPLCD 200 FT. RWY 24 THR DSPLCD 250 FT.  
(5/84)

#### MAYFIELD

MAYFIELD GRAVES COUNTY ARPT Rwy 18 THR DSPLCD 340  
FT Rwy 36 THR DSPLCD 340 FT (4/84)

MONTICELLO

ELK SPRING NDB (EKO) UNUSABLE 070-270 BYD 15 NM  
(5/84)

PADUCAH

BARKLEY REGIONAL ARPT CLSD TO ACR OPERATIONS WITH  
MORE THAN 30 PASSENGER SEATS EXCEPT 24 HRS PPR CALL  
502-442-0521. (4/84)

RUSSELLVILLE

RUSSELLVILLE-LOGAN COUNTY ARPT Rwy 06/24 LIRL OTS  
INDEFLY Rwy 24 THR DSPLCD 800 FT. (5/84)

[FDC NOTAMS]

FDC 4/215 FI/T /SDF STANDIFORD FIELD LOUISVILLE,  
KY ILS Rwy 1 AMDT 6 AND HI ILS/DME Rwy 1 AMDT 3  
DH 718 HAT 250

FDC 4/233 FI/T /I26/HENDERSON CITY-COUNTY HENDERSON  
KY. NDB Rwy 8 ORIG NA SUNSET TO 0700 LCL DAILY

FDC 4/255 FI/T /SME/SOMERSET-PULASKI COUNTY  
SOMERSET KY NDB Rwy 4 AND SDF Rwy 4 AMDTs 2 PROC  
NA FROM 2400 TO 1100Z/ 2000-0700 LCL/

FDC 4/256 FI/T /SME/SOMERSET-PULASKI COUNTY  
SOMERSET KY NDB Rwy 4 AMDT 2 SDF Rwy 4 AMDT 2  
PROCS NA AT NIGHT

FDC 4/548 FI/T /105/STURGIS MUNI STURGIS KY NDB  
Rwy 36 AMDT 4 NA 1800-0600 LCL DAILY.

FDC 3/563 FI/T /198/ ELIZABETHTOWN ELIZABETHTOWN,  
KY RNAV Rwy 5 ORIG PROC NA.

MISSISSIPPI

[NOTICES TO AIRMEN]

COLUMBUS

COLUMBUS-LOWNDES COUNTY ARPT ACTIVATE MIRL Rwy  
18/36 AFTER 2200 122 9 (5/84)

GREENVILLE

GREENVILLE MUNI: ATCT HRS 0700-2100 LCL (6/84)

GULFPORT

GULFPORT-BILOXI REGIONAL ARPT CLSD 2100-0600 LCL  
MON-FRI UNTIL 01 NOV 84 (5/84)

IUKA

TISHOMINGO COUNTY SHERIFF'S OFFICE HELIPORT  
FACILITY ABANDONED. (6/84)

JACKSON

HAWKINS FIELD Rwy 11/29 CLSD INDEFLY (5/84)

TUPELO

TUPELO VOR/DME (TUP) UNMONITORED UFN. (5/84)

[FDC NOTAMS]

FDC 4/864 FI/T /GWO/GREENWOOD-LEFLORE GREENWOOD,  
MS. ILS Rwy 18 AMDT 3 S-ILS-18 DH 395 VIS 3/4 HAT  
250 ALL CATS S-LOC-18 VIS 3/4 ALL CATS

FDC 4/896 FI/T /JAN/ALLEN C THOMPSON FIELD,  
JACKSON, MS ILS Rwy 15L AMDT 2, ILS Rwy 33L AMDT  
2, NDB Rwy 15L AMDT 2, LOC BC Rwy 15R AMDT 2,  
RADAR-1 AMDT 9. ADD NOTE RADAR REQUIRED MISSED  
APCH AS DIRECTED BY ATC

FDC 4/1239 FI/P /UBS/COLUMBUS-LOWNDES COUNTY,  
COLUMBUS, MS VOR-A AMDT 9, Rwy 17/35 CHANGED TO  
Rwy 18/36. CHANGE NOTES TO READ 1, USE COLUMBUS  
AFB ALTIMETER SETTING 2 ACTIVATE MIRL Rwy 18/36  
122 9 THIS IS VOR-A AMDT 10

FDC 2/2736 FI/T /JAN / ALLEN C THOMPSON FIELD  
JACKSON, MS ILS Rwy 15L AMDT II CAT II NA WHEN  
ATCT CLSD

NORTH CAROLINA

[NOTICES TO AIRMEN]

CHARLOTTE

CHARLOTTE/DOUGLAS INTL ARPT. Rwy 18R/36L CLSD 2030-  
0730 LCL INDEFLY (5/84)

WILGROVE AIRPARK. CLSD TO PURE JET POWERED ACFT  
(5/84)

NEW BERN

NEW BERN VOR (EWN) DME CMSND, DME UNUSABLE 065-350  
BYD 30 NM BELOW 3000 (5/84) ATCT HRS 0800-1700  
LCL. (5/84)

PINK HILL

FLYING W ARPT. FACILITY REACTIVATED. VFR OPERATIONS  
ONLY Rwy 13/31 2000 FT BY 75 FT (6/84)

SOUTHPORT

BRUNSWICK COUNTY ARPT Rwy 05/23 LIRL CHANGED TO  
MIRL MIRL Rwy 05/23 PRESET LOW INTSTY TO INCREASE  
INTSTY 123 O. (5/84)

[FDC NOTAMS]

FDC 4/863 FI/T /ILM/NEW HANDOVER COUNTY, WILMINGTON,  
NC. ILS Rwy 34 AMDT 18, HI-ILS Rwy 34 SI ILS DH  
280/HAT 250 ALL CATS VIS RVR 4000 ALL CATS. SI  
LOC VIS RVR 4000 CATS A/B/C

FDC 4/869 FI/T /MOI/DARE COUNTY REGIONAL MANTGO NC  
VOR Rwy 16 ORIG..PROC NA.

FDC 4/952 FI/T /CLT/CHARLOTTE/DOUGLAS INTL,  
CHARLOTTE, NC. RNAV Rwy 23 AMDT 2 PROC NA.

FDC 4/976 FI/T/GWW/GOLDSBORO-WAYNE MUNI, GOLDSBORO,  
NC. NDB Rwy 22 AMDT 1/VOR-B AMDT 1/VOR/DME-A AMDT  
2 OBTAIN LCL ALSTG ON UNICOM 122 B.

FDC 4/1019 FI/P AWY NC CORRECT U S. GOVT CHART  
EAST H-4 DATED 10 MAY 1984 DIXON NC NDB/DME IDENT  
SHOULD READ DELTA INDIA WHISKEY/DIW/VICE DELTA  
INDIA ECHO/DIE/. AR7 FROM DIXON /DIW/TO INT OF J79  
BRG SHOULD BE 019 OUTBOUND AND 199 INBD

FDC 4/1244 FI/T /MEB/LAURINBURG-MAXTON, MAXTON, NC.  
NDB Rwy 5 AMDT 5, SDF Rwy 5 AMDT 3. CHANGE NOTE TO

READ USE SIMMONS AAF ALSTG AND INCREASE ALL MDAS  
120 FEET

FDC 3/183 FI/T /45J/ ROCKINGHAM-HAMLET ROCKINGHAM,  
NC VOR/DME-A AMDT 5 MISSED APCH HOLDING PATTERN  
HOLD WEST RIGHT TURN 085 INBOUND

FDC 3/1937 FI/T /SDP/ MOORE COUNTY, SOUTHERN PINES,  
NC LOC RWY 5 AMDT 2, RADAR REQUIRED FOR FAF,  
MISSED APPROACH CLIMBING LEFT TURN TO 2500 RADAR  
VECTOR TO SDZ VORTAC AND HOLD HOLD WEST, RIGHT  
TURN, 085 INBOUND WHEN FAYETTEVILLE CTIZ NOT IN  
EFFECT PROCEDURE NA

FDC 3/2176 FI/T PIPPE INT NC SDZ VORTAC R-082 AND  
FAY VORTAC R-320 NA

FDC 3/2177 FI/T /AWY/ NC V136 DENIL INT NC CHANGED  
TO DENIL DME FIX FAY R-009/021 DME

FDC 3/2582 FI/T /ILM, NEW HANOVER COUNTY WILMINGTON  
NC VOR-A /TAC/ ADMT 1 NA

FDC 3/2583 FI/T /ACZ/ HENDERSON FIELD WALLACE NC  
VOR/DME-A AMDT 3 NA

#### PUERTO RICO

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

NO NOTICES THIS ISSUE

#### SOUTH CAROLINA

[NOTICES TO AIRMEN]

#### CHARLESTON

CHARLESTON EXECUTIVE ARPT. RWY 27 VASI CMSND  
(5/84)

#### GEORGETOWN

GEORGETOWN NDB (GGE) UNMONITORED 2100-0700 LCL.  
(6/84)

#### GREER

GREENVILLE-SPARTANBURG ARPT. CLSD TO UNSCHEDULED  
ACR OPERATIONS WITH MORE THAN 30 PASSENGER SEATS  
0030-0530 EXCEPT 24 HRS PPR CALL 803-877-7426  
(4/84) ATIS HRS 0630-2400 LCL. (5/84)

#### LAKE CITY

CLIFF J EVANS ARPT. CLSD INDEFLY. (4/84)

#### NORTH MYRTLE BEACH

GRAND STRAND: ATCT HRS 0700-2100 LCL (4/84)

#### ROCK HILL

BRYANT FIELD: RWY 09/27 CLSD INDEFLY. (4/84)

[FDC NOTAMS]

FDC 4/159 FI/T /CHS/CHARLESTON AFB/INTL,  
CHARLESTON, SC VOR/DME OR TACAN RWY 3 AMDT 10 SI  
MDA 480/HAA 443 REASON TMPRY 227 FT CRANE 1/4  
MILE SE OF ARPT

FDC 4/850 FI/T /CRE/GRAND STRAND NORTH MYRTLE BEACH  
SC VOR RWY 5 AMDT 5 DME MINIMA 5-5 MDA 480 HAT 447  
ALL CATS VOR/DME OR TACAN RWY 5 AMDT 2 5-5 MDA  
480 HAT 447 ALL CATS 225 FT CRANE 3/4 MILES SW OF  
AIRPORT

#### TENNESSEE

[NOTICES TO AIRMEN]

#### BRISTOL/JOHNSON/KINGSPORT

TRI-CITY ARPT. CLSD TO UNSCHEDULED ACR OPERATIONS  
WITH MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL  
615-323-6288/477-6271 (5/84)

#### GREENEVILLE

GREENEVILLE MUNI ARPT. LOCALIZER RWY 05 (I-GCY)  
UNMONITORED 2100-0900 LCL. (6/84)

[FDC NOTAMS]

FDC 4/1030 FI/T /BNA/NASHVILLE METROPOLITAN  
NASHVILLE TN NDB RWY 20R AMDT 3 DME MINS 1060/HAT  
482 ALL CATS VIS RVR 6000 FEET CAT C VOR/DME RWY  
20R AMDT 4 SI MDA 1020/HAT 442 ALL CATS. VIS RVR  
6000 FEET CAT C 11/2 CAT D VOR/DME RWY 20L AMDT 2,  
SI MDA 1020/HAT 430 ALL CATS. VIS 11/4 CAT C 11/2  
CAT D REASON. TMPRY CRANES 760 MSL 360853N-  
864121W 8118 FEET NW OF ARPT AND 732 MSL 6881 FEET  
NW OF ARPT /360819N-864150W/.

FDC 3/2285 FI/T /THA/ TULLAHOA MUNI, TULLAHOA TN.  
VOR-A AMDT 1. VOR/DME-B AMDT 1. ESTIL INT SYI 19.6  
DME ONLY.

FDC 3/2590 FI/T /RVN/HAWKINS COUNTY, ROGERSVILLE,  
TN NDB RWY 7 ORIG. NIGHT MINS NA.

FDC 2/1734 FI/T /MQY/ SMYRNA SMYRNA TN, NDB RWY 32  
AMDT 5 SI MDA 1060 HAT 543 ALL CATS VIS 1 1/2 CAT  
D CIRCLING MDA 1060 HAA 517 CATS A /B

#### VIRGIN ISLANDS (U S.)

[NOTICES TO AIRMEN]

#### CHARLOTTE AMALIE

HARRY S TRUMAN ARPT. CLSD TO ACR OPERATIONS WITH  
MORE THAN 30 PASSENGER SEATS 2300-0600 LCL EXCEPT  
24 HRS PPR CALL 809-774-5100. RWY 09/27 NOW 5358 FT  
BY 150 FT RWY 09 THR DSPLCD 200 FT. (5/84)

#### CHRISTIANSTED

ALEXANDER HAMILTON ARPT. CLSD TO ACR OPERATIONS  
WITH MORE THAN 30 PASSENGER SEATS 2300-0600 LCL  
EXCEPT 24 HRS PPR CALL 809-778-0589 OR 809-778-  
1012 (5/84)

[FDC NOTAMS]

NO NOTICES THIS ISSUE

\*\*\* NORTHEAST \*\*\*

CONNECTICUT

[NOTICES TO AIRMEN]

BRIDGEPORT

IGOR I SIKORSKY MEMORIAL ARPT RWY 06 REIL DCMSND  
(5/84)

NEW HAVEN

TWEED-NEW HAVEN ARPT: RWY 14 THR DSPLCD 838 FT  
(4/84)

[FDC NOTAMS]

FDC 3/1025 FI/T /MMK/ MERIDEN MARKHAM MERIDEN, CT  
VOR RWY 36 ORIG NDB RWY 36 AMDT 4 PROC NA AT NIGHT.

FDC 2/2967 FI/T /HFD/ HARTFORD-BRAINARD HARTFORD,  
CT. VOR-A AMDT 5. VOR/DME OR VOR/NDB MDA 640/HAA  
621 CAT A MDA 1000/HAA 981 CAT D. NDB-B AMDT 5 MDA  
1000/HAA 981 CAT D.

DELAWARE

[NOTICES TO AIRMEN]

WILMINGTON

GREATER WILMINGTON-NEW CASTLE COUNTY ATCT HRS  
0700-2400 LCL. (5/84)

[FDC NOTAMS]

FDC 4/1272 FI/T /ILG/GREATER WILMINGTON-NEW CASTLE  
COUNTY WILMINGTON DE. NDB RWY 1 AMDT 15. SI MDA  
700/HAT 624 ALL CATS VIS RVR 6000 CAT C 1 3/4 CAT  
D. CIRCLING MDA 700/HAA 620 ALL CATS. VIS 1 3/4  
CAT C.

FDC 3/810 FI/T /ILG/ GREATER WILMINGTON NEW CASTLE  
COUNTY WILMINGTON, DE NDB RWY 1 AMDT 15 ILS RWY 1  
AMDT 17 LOC ONLY WHEN ATCT CLSD ALTN MINS NA.

DISTRICT OF COLUMBIA

[NOTICES TO AIRMEN]

WASHINGTON

WASHINGTON NATIONAL ARPT: EFFECTIVE 15 MAY 84 LDIN  
RWY 18 FOR 30 DAY TEST PERIOD HIGH INTSTY WHITE  
FLASHING LGTS IN UNISON WILL BE INCLUDED RWY 18  
LDIN SYSTEM. FLASHERS LGTD ON KEY. ROOSEVELT,  
MEMORIAL & MASON BRIDGES LGTS CONTROLLED BY DCA  
ATCT. LDA RWY 18 (I-ASO) LOC UNUSABLE BEYOND 033  
DEGS RIGHT SIDE OF COURSE. (4/84) LDA/DME RWY 18  
(I-VWH) CMSND EFFECTIVE 19 JUL 84 (5/84)

[FDC NOTAMS]

FDC 4/528 FI/T /DCA/WASHINGTON NATIONAL,  
WASHINGTON, D C TKOF MINS RWY 33 500-1 OR  
STANDARD WITH MIN CLIMB OF 350 FT/NM TO 500 RADAR-  
1 AMDT 22 SI-15 MDA 720/HAT 705 ALL CATS CIRCLING  
MDA 720/HAA 704 ALL CATS SI AND CIRCLING VIS 2 CAT  
C, 2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT D VOR RWY  
15 AMDT 5 DUAL VOR OR VOR/DME MINS SI-15 MDA  
720/HAT 705 ALL CATS CIRCLING MDA 720/HAA 704 ALL  
CATS SI-15 AND CIRCLING VIS 2 CAT C, 2 1/4 CAT D  
ALTN MINS VIS 2 1/4 CAT D ILS RWY 36 AMDT 32  
CIRCLING MDA 720/HAA 704 CAT D VIS 2 1/4 CAT D  
ALTN MINS SI-ILS 800 - 2 1/4 CAT D, SI-LOC VIS 2  
1/4 CAT D NDB RWY 36 AMDT 6 CIRCLING MDA 720/HAA  
704 CAT D VIS 2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT  
D VOR RWY 36 AMDT 7 CIRCLING MDA 720/HAA 704 CAT  
D, VIS 2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT D RNAV  
RWY 3 AMDT 5 CIRCLING MDA 720/HAA 704 CAT D RNAV  
RWY 33 AMDT 3 CIRCLING MDA 720/HAA 704 CAT D VIS  
2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT D RNAV-1 AMDT  
4 CIRCLING MDA 720/HAA 704 CAT D VIS 2 1/4 CAT D  
ALTN MINS VIS 2 1/4 CAT D

FDC 4/1173 FI/T /IAD/DULLES INTL WASHINGTON D C.  
RADAR-1 AMDT 11 SI 12 ASR NA

FDC 2/2587 FI/T /DCA/ WASHINGTON NATIONAL  
WASHINGTON, D.C ILS RWY 36 AMDT 32 SI-LOC-36 MDA  
500 HAT 486 ALL CATS

MAINE

[NOTICES TO AIRMEN]

JACKMAN STATION

LAKE PARLIN SEAPLANE BASE FACILITY ABANDONED.  
(4/84)

[FDC NOTAMS]

FDC 4/308 FI/T /BGR/BANGOR INTL, BANGOR, ME.  
VOR/DME RWY 15 AMDT 1, SI VIS CAT A/B/C RVR 2400,  
CAT D RVR 5000 CAT D SI VIS INCREASED 1/4 MILE  
FOR INOP SSALR. LOC RWY 15 ORIGINAL, SI VIS CATS  
A/B RVR 2400, CATS C/D RVR 5000

FDC 4/1034 FI/P /B20/EASTERN SLOPES REGIONAL  
FRYEBURG/ME. NDB-B ORIG/AL-5857/CORRECT U S GOVT  
CHART CHANGE NOTICE DATED 10 MAY 1984 AND U.S  
NORTHEAST VOL-1 DATED 7 JUN 1984. FREQ FOR SEBAGO  
/SZO/ NDB IS 227 VICE 220.

MARYLAND

[NOTICES TO AIRMEN]

FORT MEADE

FORT MEADE NDB (FME) UNMONITORED WHEN ATCT CLSD  
(4/84)

GAITHERSBURG

MONTGOMERY COUNTY ARPK ACTIVATE MRL RWY 14/32 &  
VASI RWYS 14 & 32 122.8. (4/84)

[FDC NOTAMS]

FDC 4/325 FI/T /HGR/WASHINGTON COUNTY REGIONAL  
HAGERSTOWN MD ILS RWY 27 AMDT 4 SI ILS VIS 3/4  
ALL CATS SI LOC VIS 1 ALL CATS INDP TABLE DOES  
NOT APPLY TO MALSR

FDC 3/1208 FI/T /BWI/ BALTIMORE-WASHINGTON INTL/  
BALTIMORE MD VOR RWY 33L AMDT 3 SI-33L MDA  
800/HAT 658 ALL CATS VIS 1/2 CATS A/B 1 1/4 CAT C  
1 1/2 CAT D CIRCLING MDA 800/ HAA 654 ALL CATS  
VIS CAT C 1 3/4

FDC 1/2943 FI/T /BWI/ BALTIMORE-WASHINGTON INTL/  
BALTIMORE, MD VOR /DME RWY 22 AMDT 6, RNAV RWY 22  
AMDT 4 PROC NA

MASSACHUSETTS

[NOTICES TO AIRMEN]

BOSTON

BOSTON VORTAC (BOS) VOR PORTION UNUSABLE 000-026  
ALL ALTITUDES, 026-045 BYD 14 NM BELOW 5000 FT AND  
BYD 32 NM BELOW 7500 FT, 026-250 BYD 25 NM BELOW  
5000 FT, 250-360 BYD 25 NM BELOW 4500 FT, 045-360  
BYD 35 NM BELOW 6000 FT, 145000 FT TO 17500 FT BYD  
65 NM AND ABOVE 17500 120 NM. (4/84)

MARTHAS VINEYARD

MARTHAS VINEYARD ATCT HRS 0700-2200 LCL MAY 16-SEP  
11. CLSD OTHER MONTHS (5/84)  
\$/:\$:::c:itv:#a=NANTUCKET

NANTUCKET MEMORIAL. ATCT & ATIS HRS 0600-2100 LCL  
16 SEP THRU 14 MAY, 0600-2200 LCL 15 MAY THRU 15  
SEP. (5/84)

WHITMAN

WHITMAN VOR/DME (HTM) DCMSND (5/84)

WORCESTER

WORCESTER MUNI. ATCT HRS 0700-2200 LCL (5/84)

[FDC NOTAMS]

FDC 4/120 FI/T /3B2/MARSHFIELD, MARSHFIELD, MA. NDB  
RWY 6 ORIG, PROC NA

FDC 4/336 FI/T /HYA/BARNSTABLE MUNI-  
BOARDMAN/POLANDO FIELD, HYANNIS MA NDB RWY 24 AMDT  
7..ILS RWY 24 AMDT 14 VOR RWY 6 AMDT 33 . VOR RWY  
24 AMDT 8, USE OTIS AFB ALSTG AND INCREASE ALL DH  
MDAS 40 FEET

FDC 4/678 FI/T /BED/LAURENCE G. HANSCOM FLD BEDFORD  
MA. VOR RWY 23 AMDT 5 PROCEDURE NA

FDC 4/679 FI/T /BOS/GENERAL EDWARD LAWRENCE LOGAN  
INTL BOSTON MA, ILS RWY 33L AMDT 19 ALTN MISSED  
APCH CLIMB TO 1500 VIA HEADING 330 THEN CLIMBING  
RIGHT TURN TO 3000 DIRECT LQ LOM AND HOLD NE LT 215  
INBOUND.

FDC 4/680 FI/T /3B2/MARSHFIELD, MARSHFIELD MA VOR-  
A AMDT 4, DME REQUIRED

FDC 4/772 FI/T /BOS/GENERAL EDWARD LAWRENCE LOGAN  
INTL. BOSTON, MA VOR/DME RWY 15R AMDT 14, VOR/DME  
RWY 27 AMDT 1, VOR RWY 33L AMDT 17, PROC NA

FDC 4/774 FI/T /2B2/PLUM ISLAND NEWBURYPORT, MA  
VOR RWY 10 AMDT 3, TRML ROUTE BOSTON /BOS/VORTAC TO  
LAWRENCE/LWM/VOR NA

FDC 4/775 FI/T /BO9/TFW-MAC. TEWKSBURY, MA. VOR RWY  
21 AMDT 6, TRML ROUTE BOSTON/BOS/VORTAC TO LAWRENCE  
/LWM/ VOR NA

FDC 4/920 FI/T /LWM/ LAWRENCE MUNI, LAWRENCE MA  
VOR RWY 23 AMDT 8 TRML ROUTE BOS VORTAC TO LWM VOR  
NA

FDC 4/997 FI/T /BOS/GENERAL EDWARD LAWRENCE LOGAN  
INTL/ BOSTON/MA ILS/DME RWY 15R AMDT 8 TRML RTE  
MHT VORTAC TO SWIGG INT NA VOR/DME RWY 15R AMDT 14  
MHT VORTAC TO BOS 15 DME NA

FDC 4/1103 FI/T /AWYS/MA V205 WETTR. MA SCUPP, MA  
FIX MEA 9000 V16/475 BOSTON VORTAC TO MILIS, MA  
FIX MEA 3000 V16 MILIS, MA FIX TO WILKI, MA FIX  
MEA 4000, WILKI, MA FIX TO COP MEA 4000 V3/205  
BOSOX, MA FIX TO KITTY, MA FIX MEA 45000, KITTY, MA  
FIX TO LAYER, MA FIX MEA 6000 SCUPP MRA 9000.  
EXALT MRA 5500 WILKI MRA 4000 MILIS MRA 3000.  
SEWER MRA 17000 STQOL MRA 13000 TUCKE MRA 13000.  
FRILL MRA 6000 DRUNK MRA 5000 WHAMY MRA 6000.  
V141 HYANNIS VORTAC TO BOSTON VORTAC COP HYANNIS 40  
ME/ BOSTON 12 DME

NEW HAMPSHIRE

[NOTICES TO AIRMEN]

LACONIA

LACONIA MUNI ARPT. RWY 08/26 CLSD INDEFLY, ARPT  
CLSD NGTS INDEFLY. NEW RWY 17/35, 3500 FT BY 150  
FT RWY 17 THR DSPLCD 1350 FT. RWY 35 THR DSPLCD  
1300 FT (4/84)

MANCHESTER

MANCHESTER VORTAC (MHT) VOR PORTION UNUSABLE 175-  
202 BELOW 5000 FT. (5/84)

[FDC NOTAMS]

FDC 4/773 FI/T /MHT/MANCHESTER ARPT/GRENIER  
INDUSTRIAL AIRPARK, MANCHESTER, NH. ILS RWY 35 AMDT  
13, TRML ROUTE BOSTON /BOS/VORTAC TO PELAN INT NA.

FDC 4/961 FI/T /LCI/LACONIA MUNI LACONIA NH NDB RWY  
8 AMDT 6 .LOC RWY 8 AMDT 7..SI MINS AND CIRCLING TO  
RWY 26 NA TKOF MINS RWY 8 17 26 NA. RWY 35 400-2  
DEP PROCS. RWY 35 CLIMB RWY HDG TO 1100 THEN LEFT  
TURN DIRECT BLO NDB CLIMB IN HOLDING PATTERN  
/WEST..LEFT TURNS .084 INBOUND/ TO MEA BEFORE  
PROCEEDING ON COURSE

FDC 4/1003 FI/T /ASH/BOIRE FLD NASHUA NH. RNAV RWY  
32 AMDT 2 PROC NA

NEW JERSEY

[NOTICES TO AIRMEN]

BERLIN

CAMDEN COUNTY ARPT: RWY 05 THR DSPLCD 744 FT. RWY  
23 THR DSPLCD 240 FT. (5/84)

LUMBERTON

FLYING W ARPT FACILITY REACTIVATED RWY 01/19 3495  
FT BY 60 FT (5/84)

MANVILLE

KUPPER ARPT RWY 07 THR DSPLCD 544 FT RWY 25 THR  
DSPLCD 335 FT (5/84)

MATAWAN

MARLBORO ARPT RWY 09 THR DSPLCD 160 FT RWY 27  
THR DSPLCD 440 FT (5/84)

NEWARK

NEWARK INTL ARPT ILS RWY 22L (I-LSQ) LOM DCMSND  
(5/84)

DUZEL NDB (LS) DCMSND. (5/84)

ROBBINSVILLE

TRENTON-ROBBINSVILLE ARPT RWY 11 THR DSPLCD 400  
FT RWY 29 THR DSPLCD 300 FT (5/84)

[FDC NOTAMS]

FDC 4/875 FI/T /16N/ CAMDEN-BURLINGTON COUNTY,  
BERLIN, NJ VOR-A AMDT 1, PROC NA

FDC 3/697 FI/T /72N/ MANAHAWKIN MANAHAWKIN, NJ  
VOR-A ORIG PROC NA AT NIGHT

FDC 2/1058 FI/T /39N/ PRINCETON/ PRINCETON/ NJ  
VOR-A AMDT 5/ RNAV RWY 10 AMDT 1 WHEN TRENTON ATCT  
NOT IN OPH PROCS NA

NEW YORK

[NOTICES TO AIRMEN]

SPECIAL NOTICE AIRCRAFT ARE ADVISED TO REMAIN 1/2  
MILE FROM AND NOT TO GO BELOW 800 FT MSL IN  
VICINITY OF THE STATUE OF LIBERTY DAILY 0700 TO  
1900 LCL MON THRU FRI (3/84)

BINGHAMTON

EDWIN A LINK FIELD-BROOME COUNTY APCH/DEP SERVICE  
PROVIDED BY NEW YORK ARTCC ON FREQS 133.35/372.0  
WHEN BINGHAMTON APCH CTL CLSD (6/84)

ELMIRA

ELMIRA/CORNING REGIONAL APCH/DEP SERVICE PROVIDED  
BY NEW YORK ARTCC ON FREQS 133.35/372.0 WHEN ELMIRA  
APCH CTL CLSD (6/84)

ENDICOTT

TRI-CITIES APCH/DEP SERVICE PROVIDED BY NEW YORK  
ARTCC ON FREQS 133.35/372.0 WHEN BINGHAMTON APCH  
CTL CLSD (6/84)

FULTON

OSWEGO COUNTY ARPT 600 FT SE END RWY 15/33 CLSD  
INDEFLY (6/84)

ISLIP

LONG ISLAND MAC ARTHUR ARPT ILS RWY 06 (I-ISP) GS  
OTS INDEFLY ILS RWY 24 (I-RXN) MM OTS INDEFLY  
(4/84)

ITHACA

THOMPkins COUNTY ARPT APCH/DEP SERVICE PROVIDED BY  
NEW YORK ARTCC ON FREQS 133.35/372.0 WHEN ELMIRA  
APCH CTL CLSD (6/84)

MALONE

MALONE-DUFORT ARPT ARPT NOW OPEN WINTER MONTHS  
(4/84)

MONTGOMERY

ORANGE COUNTY ARPT RWY 03/21 CLSD INDEFLY (4/84)

OGDENSBURG

OGDENSBURG INTL ARPT LOCALIZER RWY 27 (I-OGS)  
LOC/LOM UNMONITORED (4/84)

[FDC NOTAMS]

FDC 4/458 FI/T /IAG/NIAGARA FALLS INTL, NIAGARA  
FALLS NY LOC BC RWY 10L AMDT 4 ADD NOTE  
DISREGARD ALL GLIDE SLOPE INDICATIONS

FDC 4/901 FI/T /FOK/ SUFFOLK COUNTY, WESTHAMPTON  
BEACH, NY NDB RWY 24 AMDT 1, ILS RWY 24 AMDT 5,  
LOC BC RWY 6 AMDT 1, HI-ILS RWY 24 AMDT 1, HI-TACAN  
RWY 6 AMDT 1, HI-TACAN RWY 24 AMDT 1. CHANGE THE  
MSA FOR EACH OF THE ABOVE PROCEDURES TO 1900

FDC 4/946 FI/T /FOK/SUFFOLK COUNTY, WESTHAMPTON  
BEACH, NY LOC BC RWY 6 AMDT 1 PROC NA

FDC 4/1053 FI/T /AWY NY V-162 HVO VORTAC TO BERTÉ  
INT NY MEA 5000

FDC 3/1479 FI/T /3G7/ WILLIAMSON-SODUS, WILLIAMSON-  
SODUS, NY VOR/DME RWY 10 ORIG, PROC NA

PENNSYLVANIA

[NOTICES TO AIRMEN]

CLARION

CLARION COUNTY ARPT MRL OPERATES DUSK TO DAWN  
(6/84)

HARRISBURG

HARRISBURG VORTAC (HAR) VOR PORTION UNUSABLE 015-  
025 BELOW 4000 FT, 105-140 BYD 26 NM BELOW 2700 FT,  
140-165 BYD 30 NM BELOW 2600 FT, 195-230 BYD 28 NM  
BELOW 2800 FT, 265-315 BELOW 4000 FT AND BYD 10 NM  
ALL ALTITUDES. (5/84)

JOHNSTOWN

JOHNSTOWN-CAMBRIA COUNTY ARPT ILS RWY 33 (I-JST)  
UNMONITORED WHEN FSS CLSD (4/84)

LANCASTER

LANCASTER ARPT. CLSD TO ACR EXCEPT WITH 2 HOUR PPR  
CALL 717-569-1221/569-0004 (5/84)

MIDDLETOWN

HARRISBURG INTL ARPT-OLMSTED FLD: 2950 FT SE END  
RWY 13/31 CLSD TIL 1 JUL 84 (5/84)

MT POCONO

POCONO MOUNTAINS MUNI ARPT. RWY 13 THR DSPLCD 300  
FT. (5/84)

PHILADELPHIA

PENN'S LANDING HELIPORT FACILITY ABANDONED (6/84)

[FDC NOTAMS]

FDC 4/496 FI/T AWY PA J109 UNUSABLE MIROY INT (EEY R-002/69 DME) TO WEVEL INT (BUF R-182/101 DME)

FDC 4/914 FI/T /AGC/ALLEGNEY COUNTY PITTSBURGH PA NDB RWY 10 AMDT 6 ADD NOTE WHEN ATCT NOT IN OPN SSALR BECOMES SSALS ACTIVATE SSALS RWY 28 121 1

FDC 4/945 FI/T /A00/ALTOONA-BLAIR COUNTY, ALTOONA, PA ILS RWY 20 AMDT 3 SI-ILS DH 1737/HAT 250 VIS 3/4 ALL CATS INOP TABLE DOES NOT APPLY TO SI-ILS SI-LOC VIS 3/4 CAT A, WHEN MALSR INOP INCREASE SI-LOC CAT A 1/4 MILE

FDC 4/947 FI/T AWYS PA V-31 HARRISBURG VORTAC TO SELINGSGROVE VORTAC MEA 4000 V-12 HARRISBURG VORTAC TO GERMS INT PA DELETE MOCA

FDC 4/1191 FI/T /LNS/LANCASTER, LANCASTER PA VOR RWY 8 AMDT 15 SI MDA 1300/HAT 901 ALL CATS VIS CATS A/B 3/4, CAT C 2 1/4, CAT D 2 1/2 CIRCLING MDA 1300/HAA 897 ALL CATS VIS CATS A/B 1 1/4, CAT C 2 3/4, CAT D 3 ALTN MINS CATS A/B 1000-2, CATS C/D 1000-3

FDC 4/1249 FI/P /LNS/LANCASTER, LANCASTER, PA ILS RWY 8 AMDT 9 CORRECT US GOVT CHART CHANGE NOTICE AL-927, PAGE 158, DATED 10 MAY 1984 CTAF 120 9

FDC 4/1307 FI/T /IPT/WILLIAMSPORT-LYCOMING COUNTY WILLIAMSPORT PA ILS RWY 27 AMDT 14 MISSED APCH CLIMBING RIGHT TURN TO 2200 VIA HEADING 290 CONTINUE CLIMBING RIGHT TURN TO 3700 DIRECT PICTURE ROCKS/PIX/NDB AND HOLD E, LT, 266 INBOUND, IFR DEPT PROC .RWY 27 TURN RIGHT MAINTAIN VISUAL REFERENCE UNTIL ESTABLISHED ON 300 DEG HEADING CLIMB TO 2500 BEFORE DEPARTING ON CRS

FDC 3/661 FI/T /MDT/ HARRISBURG INTL-DLMSTED FIELD MIDDLETOWN, PA, CFR INDEX C AVBL 0600-2400 LCL CFR INDEX B AVBL 2400-0600 LCL 24 HR NOTICE REQUIRED FOR CFR INDEX C SVC 2400-0600 LCL

RHODE ISLAND

[NOTICES TO AIRMEN]

PROVIDENCE

THEODORE FRANCIS GREEN STATE ARPT ILS RWY 23L (I-ARJ) DME CMSGND (6/84)

[FDC NOTAMS]

FDC 4/462 FI/T /OQU/QUONSET STATE, NORTH KINGSTOWN, RI ILS RWY 16 AMDT 1, WHEN ATCT CLOSED ACTIVATE MALSR RWY 16 AND HIRL RWY 16-34 ON 121 2

FDC 4/1048 FI/P /2B4/NEWPORT STATE NEWPORT RI, LOC RWY 22 AMDT 3 CORRECT U S GOVT CHART CHANGE NOTICE AL-5594 PAGE 186 DATED 10 MAY 84 PAYEN INT-PVD R-135.68/5 15 ORW R-090

VERMONT

[NOTICES TO AIRMEN]

NEWPORT

NEWPORT STATE ARPT RWY 18/36 CLSD INDEFLY RWY 05/23 NDW 2500 FT BY 150 FT 1500 FT NE END RWY 05/23 CLSD INDEFLY (5/84)

WINDSOR

MILLER ARPT CLSD INDEFLY (5/84)

[FDC NOTAMS]

FDC 4/574 FI/T /4VB/MOUNT SNOW, WEST DOVER, VT NDB RWY 1 ORIG PROC NA

FDC 4/990/FI/T EFK NEWPORT STATE AIRPORT NEWPORT VT NDB-A AMDT 1 PROC NA

FDC 3/1428 FI/T /RUT/ RUTLAND STATE, RUTLAND VT LDA RWY 19 AMDT 2/ TRML ROUTE MUDDI INT TO IRA NDB 253/6 6

VIRGINIA

[NOTICES TO AIRMEN]

ABINGDON

ABINGDON NDB (ATX) RTS (5/84)

BLACKSTONE

BLACKSTONE AAF-ALLEN C PERKINSON MUNI: ATCT HRS 0800-1800 LCL MON-FRI, MAY-SEP (5/84)

ROANOKE

ROANOKE REGIONAL/WOODRUM FIELD ILS RWY 33 (1-RQA) OM UNMONITORED. (4/84)

[FDC NOTAMS]

FDC 4/26 FI/T /SHD/ SHENANDOAH VALLEY STAUNTON-WAYNESBORO-HARRISONBURG VA ILS RWY 4 AMDT 4 SI LOC MDA 1620/HAT 437 ALL CATS VIS 3/4 CAT C 1 CAT D NDB RWY 4 AMDT 6, SI MDA 1700/HAT 517 ALL CATS VIS 1 CAT C 1 1/2 CAT D, CIRCLING MDA 1700/HAA 499 CATS A/B/C

FDC 4/31 FI/T /W16/ WINCHESTER MUNI, WINCHESTER, VA VOR/DME-A AMDT 1 MISSED APCH: CLIMBING LEFT TURN TO 3000 VIA MRB R-230 TO MRB VORTAC

FDC 4/92 FI/T /PVG/ HAMPTON ROADS, PORTSMOUTH, VA NDB RWY 2 AMDT 2 SI MDA 540/HAT 517 ALL CATS, VIS 1 1/2 CAT C, 1 3/4 CAT D CIRCLING MDA 540/HAA 517 CATS A/B/C

FDC 4/299 FI/T /W07/SHANNON FREDRICKSBURG VA VOR RWY 23 AMDT 5 SI MDA 720/HAT 635 ALL CATS VIS 1 3/4 CAT C, CAT D 2, CIRCLING MDA 720/HAA 635 CATS A/B/C, CAT C VIS 1 3/4, CAT D VIS 3

FDC 4/531 FDC FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF VANSANT, VIRGINIA, PURSUANT TO FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 7500 FEET ABOVE MEAN SEA LEVEL /TRI/ IS COORDINATING FLIGHT SERVICE STATION, EFFECTIVE TIMES MAR 111200-UFN.

FDC 4/1131 FI/T /CHO/CHARLOTTESVILLE-ALBEMARLE, CHARLOTTESVILLE VA, RNAV RWY 3 AMDT 2 PROC NA

FDC 2/1643 FI/T /FAF/ FELKER AAF, FORT EUSTIS, VA NDB-A AMDT 1 MDA 720, HAA 708 ALL CATS, VIS CAT C

2 MI. CAT D 2 1/4 MI NDB /VOR MINS NOT BELOW 720  
UNTIL PASSED HOG POINT INT

FDC 3/1074 FI/T /HTS/ TRI-STATE/WALKER LONG FIELD  
HUNTINGTON, WV NDB RWY 12 AMDT 14 PROC NA

WEST VIRGINIA  
[NOTICES TO AIRMEN]

ELKINS

ELKINS VORTAC (EKN) VOR PORTION UNUSABLE 340-040  
BELOW 7000 FT. (5/84)

HUNTINGTON

TRI-STATE/WALKER-LONG FIELD/ARPT WHEN ATCT CLSD  
ACTIVATE HIRL RWY 12/30, SSALR RWY 12, MIRL RWY  
03/21, VASI RWYS 03, 21, 12 & 30 AND REIL RWYS  
03, 21 & 30 118 5 (5/84)

WHEELING

WHEELING OHIO CO ARPT ILS RWY 03 (I-HLG) GS DTS  
INDEFINITE (4/84)

WHEELING

WHEELING OHIO CO ARPT RWY 03/21 CLSD TO HELICOPTER  
OPS (5/84)

[FDC NOTAMS]

FDC 4/37 FI/T /MRB/ EASTERN WV REGIONAL  
AIRPORT/SHEPHERD FIELD, MARTINSBURG, WV, ILS RWY 26  
AMDT 3 AND VOR-A AMDT 5 MISSED APCH CLIMBING LEFT  
TURN TO 3000 DIRECT MRB VORTAC

FDC 4/514 FI/T EKN AWY V469 EKN VORTAC TO TYGAR  
INT WV MEA 7000 V37/V103 EKN VORTAC TO CKB VOR/DME  
MEA 7000.

FDC 4/933 FI/T /EKN/ELKINS-RANDOLPH CNTY-JENNINGS  
RANDOLPH FLD, ELKINS, WV VOR/DME-B AMDT 2, PROC  
NA

FDC 4/963 FI/T/CKB/BENEDUM, CLARKSBURG WV ILS RWY  
21 AMDT 8 TRML ROUTE CKB VOR/DME TO ARCAT INT DME  
OR RADAR REQUIRED WHEN CTLZ IN OPN TRML ROUTES  
METZE INT TO ARCAT INT AND TYGAR INT TO ARCAT INT  
RADAR REQUIRED. WHEN CTLZ NOT IN OPN TRML ROUTES  
METZE INT TO ARCAT INT AND TYGAR INT TO ARCAT INT  
NA.

FDC 4/968 FI/T /AWY V38 ELKINS VORTAC TO BUGEL  
INT/WV AND MITER INT/VA TO GORDONSVILLE VORTAC  
MOCAS NOT AUTHORIZED.

FDC 4/1029 FI/T /IO7/SUMMERSVILLE SUMMERSVILLE WV  
NDB RWY 4 ORIG SDF RWY 4 ORIG TRML RTE BKW VORTAC  
TO STAMM INT CRS 024

FDC 4/1083 FI/T /HTS/TRI-STATE/WALKER-LONG FIELD  
HUNTINGTON WV, ILS RWY 12 AMDT 7 NDB RWY 12 AMDT  
14, CHANGE NOTE TO READ 8 ACTIVATE SSALS RWY 12  
HIRL VASI RWY 12-30 MIRL VASI RWYS 3-21 AND REILS  
RWYS 3-21-30 CTAF, ILS RWY 30 AMDT 1 CHANGE NOTE TO  
READ, WHEN CONTROL TOWER CLSD ACTIVATE SSALS RWY  
12 HIRL VASI RWY 12-30 MIRL VASI RWY 3-21 AND REILS  
RWYS 3-21-30 CTAF

FDC 4/1230 FI/T /HLG/WHEELING OHIO CO WHEELING/WV  
ILS RWY 3 AMDT 16/VOR RWY 21 AMDT 9, CIRCLING MINS  
WITH WHEELING ALSTG - MDA 1900/HAA 704 CAT D, VIS 2  
1/4 CAT D ALTN MINS 800-2 1/4 CAT D.

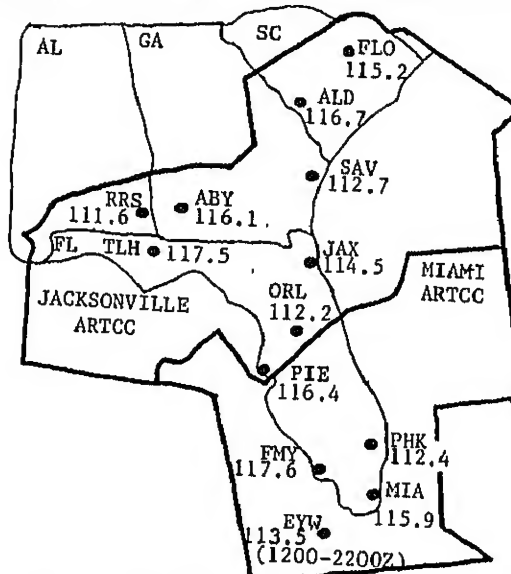


HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE (HIWAS)

HIWAS is a national program for broadcasting hazardous weather information (SIGMET's, convective SIGMET's, AIRMET's, and urgent PIREP's) on a continuous basis over selected VOR's. The program is now operational in the Jacksonville and Miami ARTCC areas. The chart below identifies the present HIWAS broadcast outlet locations and frequencies. HIWAS will be expanded on an ARTCC by ARTCC basis.

The Federal Aviation Administration will begin an evaluation of proposed HIWAS procedural revisions on December 16, 1983. During the evaluation, SIGMET's, convective SIGMET's, AIRMET's, and urgent PIREP's will continue to be broadcast over the VOR's on the chart below. In addition, FSS's will add to HIWAS broadcasts information on hazardous weather not yet covered by an advisory and make an announcement on their frequencies that new HIWAS information is available. Controllers in ARTCC's and ATC terminals will announce updates to HIWAS information on all appropriate frequencies. Controllers and specialists will not routinely broadcast SIGMET's, convective SIGMET's, or AIRMET's in the commissioned HIWAS areas.

PILOTS SHOULD BE ALERT FOR HIWAS UPDATE ANNOUNCEMENTS ON COMMUNICATIONS FREQUENCIES.



User comments regarding the effectiveness of the HIWAS program and the proposed revision to HIWAS procedures are solicited.

Mail comments to:

Department of Transportation  
Federal Aviation Administration  
ATTN: AAT-360  
800 Independence Avenue, S.W.  
Washington, D.C. 20591

Note: For further information on the HIWAS program, refer to the Airman's Information Manual (A.I.M.) and Airport/Facility Directory.

# Washington, D.C. and Columbus, Ohio Public Demonstration Voice Response System (VRS) Changes

The Federal Aviation Administration is conducting a computer generated Voice Response System (VRS) public demonstration in the Washington, D.C. and Columbus, Ohio areas. Pilots access the VRS via push-button (Touch-tone<sup>®</sup>) telephones, and normally have six weather products available.

Due to a maintenance requirement the six (weather) product VRS has been taken off the line, and temporarily replaced by a three-product system. Weather products lost are the TWEB Route Forecast, Convective SIGMET, and Alert Weather Watch. Available are the Hourly Surface Observation (SA), Terminal Forecast (FT), and Winds Aloft Forecast (GF).

Although both systems appear to function the same, the three-product VRS also features an "Unprompted" mode of operation, which enables the user to obtain a weather observation or forecast directly. This mode can be selected by entering ~~X~~,M in response to the VRS prompt, "Enter location identifier." The following pilot/VRS dialogue shows key-stroke entries for weather requests using Washington National (DCA) as an example, utilizing the Unprompted mode.

VRS "Enter location identifier"  
PILOT ~~X~~,M  
VRS "Enter request"  
PILOT enters any one of the following requests:

Hourly Surface Observation: D-1,C-3,A-1,S,A;##  
Terminal Forecast: D-1,C-3,A-1,F,T;##  
\*Winds Aloft Forecast: D-1,C-3,A-1,#,2,#,8,0;##

## Notes:

1. \*The Winds Aloft Forecast entry example above is decoded as follows:  
D-1,C-3,A-1 = Location identifier for Washington National (DCA).  
# = Single "Pound" key used as a data separator.  
2 = Forecast wanted for two hours hence.  
# = Single "Pound" key used as a data separator.  
8,0 = Forecast wanted for 8,000 feet. Notice that the VRS adds two zeroes to your entry, so only enter 2 or 3 digits.  
## = End of data entry.
2. Please notice that for SA and FT requests, the letter entries S,A and F,T are single key-strokes, unlike the double key-strokes required to enter letters and numbers in location identifiers. Similarly, numbers entered for the hours and altitude in Winds Aloft Forecasts are also single key-strokes.
3. To transfer back into the Prompted mode from the Unprompted mode, enter ~~X~~,M in response to the VRS prompt, "Enter request."
4. To access the VRS, dial one of the following telephone numbers:  
Washington, D.C. (202)347-3222  
Columbus, Ohio (614)461-1659

Comments, questions and requests for more information should be addressed to:

VRS  
DOT/FAA Technical Center  
ACT-250  
Atlantic City, NJ 08405

### AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)

The Federal Aviation Administration is evaluating the reliability and acceptability of automated weather reporting systems in a 1-year test beginning in August 1983. Fourteen sites were selected to test a variety of geographical and meteorological conditions. The systems will be of the AWOS-3 category providing altimeter setting and wind data, temperature, dewpoint and density altitude, visibility, and cloud/ceiling data. The test site airports and voice telephone numbers and frequencies across the continental United States and Alaska are:

<u>Airport</u>	<u>Telephone Numbers</u>	<u>Frequency</u>
Auburn, AL	205-821-4932	D 120.3
Bremerton, WA	206-674-2196	D 121.2
Dubuque, IA	319-557-1933	D 118.15
Galena, AK	907-656-1654	V 114.8
Houghton, MI	906-482-2529	V 112.8
Houma, LA	504-879-4205	V 112.0
Houston, TX	713-643-2166	V 117.6
Keene, NH	603-357-4170	V 109.4
Muncie, IN	317-282-1260	V 114.4
Wash. Natl., DC	703-486-3990	D 128.8
Palm Springs, CA	619-323-7167	V 115.5
San Luis Obispo, CA	805-549-9530	D 120.65
Santa Fe, NM	505-473-2125	V 110.6
Valdez, AK	907-835-2947	D 118.8
D = Discrete		V = VOR

All aviation users are encouraged to monitor these systems and provide their comments on the quality of the system.

Pilot comments are urgently needed to determine acceptability. Postage paid pilot questionnaires are available at local FAA facilities or fixed based operators in the vicinity of each test site.

Questionnaires may be mailed direct or returned to the local FAA facility for mailing to the FAA Technical Center, ACT-110.

Effective July 15-23, 1984

Hotrock 1 High Temporary MOA, LA

Boundaries. Beginning at lat. 31°00'00"N., long. 93°56'00"W.;  
to lat. 31°00'00"N., long. 93°28'50"W.;  
to lat. 30°43'50"N., long. 93°24'00"W.;  
to lat. 30°25'00"N., long. 93°38'30"W.;  
to lat. 30°25'00"N., long. 93°56'00"W.;  
thence to the point of beginning.

Altitudes. 4,000 feet MSL up to and including 15,000 feet MSL.

Times of Use. Sunrise-sunset, July 15-23, 1984.

Controlling Agency. FAA, Houston ARTCC, TX.

Using Agency. 23rd Tactical Fighter Wing, England AFB, LA.

Kirby 1 Temporary MOA, LA

Boundaries. Beginning at lat. 31°17'00"N., long. 93°51'00"W.;  
to lat. 31°18'00"N., long. 93°28'50"W.;  
to lat. 31°00'00"N., long. 93°28'50"W.;  
to lat. 31°00'00"N., long. 93°56'00"W.;  
thence to the point of beginning.

Altitudes. 100 feet AGL up to and including 3,000 feet MSL.

Times of Use. Sunrise-sunset, July 15-23, 1984.

Controlling Agency. FAA, Houston ARTCC, TX.

Using Agency. 23rd Tactical Fighter Wing, England AFB, LA.

Kirby 2 Temporary MOA, LA

Boundaries. Beginning at lat. 31°18'30"N., long. 93°09'00"W.;  
to lat. 31°22'30"N., long. 93°04'00"W.;  
to lat. 31°13'55"N., long. 92°49'45"W.,  
to lat. 31°09'34"N., long. 92°58'24"W.,  
thence along the northern boundary of R-3804A,  
to lat. 31°08'42"N., long. 93°05'00"W.;  
to lat. 31°15'00"N., long. 93°05'00"W.;  
thence to the point of beginning.

Altitudes. 100 feet AGL up to and including 3,000 feet MSL.

Times of use. Sunrise-sunset, July 15-23, 1984.

Controlling agency. FAA, Houston ARTCC, TX.

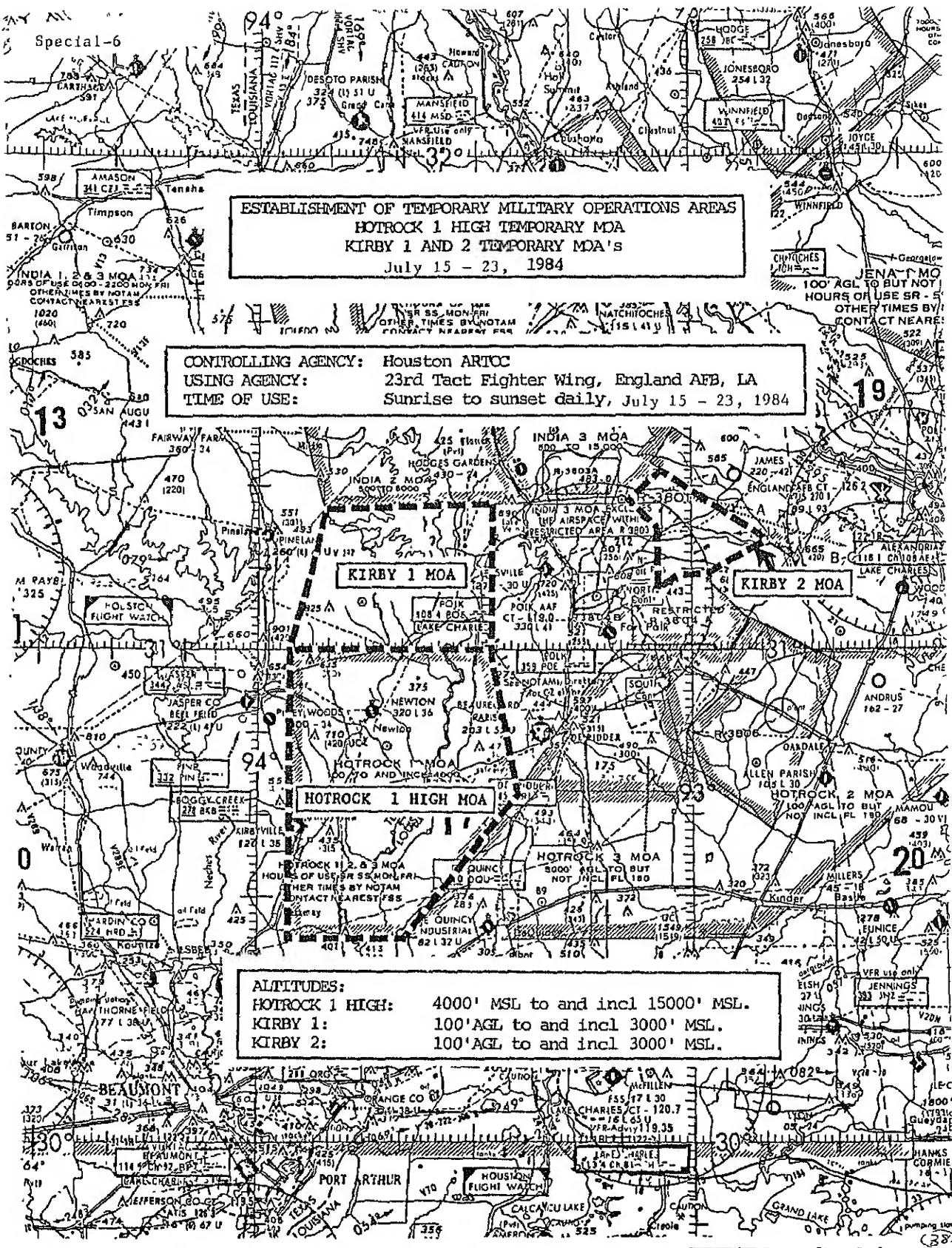
Using agency. 23rd Tactical Fighter Wing, England AFB, LA.

Special-6

**ESTABLISHMENT OF TEMPORARY MILITARY OPERATIONS AREAS**  
**HOTROCK 1 HIGH TEMPORARY MOA**  
**KIRBY 1 AND 2 TEMPORARY MOA's**  
 July 15 - 23, 1984

**CONTROLLING AGENCY:** Houston ARTCC  
**USING AGENCY:** 23rd Tact Fighter Wing, England AFB, LA  
**TIME OF USE:** Sunrise to sunset daily, July 15 - 23, 1984

**ALTITUDES:**  
**HOTROCK 1 HIGH:** 4000' MSL to and incl 15000' MSL.  
**KIRBY 1:** 100' AGL to and incl 3000' MSL.  
**KIRBY 2:** 100' AGL to and incl 3000' MSL.



KENNEDY SPACE CENTER  
SPECIAL PROCEDURES  
SPACE SHUTTLE LAUNCH AND  
RETURN FROM ORBIT

Due to the large volume of traffic expected in the area of the Kennedy Space Center for the launch of the Space Shuttle, the following information and special procedures are provided for aircraft arriving and departing space coast airports and for aircraft operating in the area at launch time.

HIGH DENSITY TRAFFIC AREA. Expect to encounter a high volume of all types of aircraft near launch time west of the Indian River in the Titusville/Merritt Island/Cocoa area.

Flight Planning and Pilot Weather Briefing and NOTAM status will be available from Melbourne FSS. Telephone services will be as follows:

Titusville	269-2022 or 783-8833
Merritt Island/ Cocoa	783-8833 or 723-6151
Melbourne	723-6151 or 783-8833
In Florida (toll free)	1-800-432-6281

A direct telephone to the FSS will be provided at the Ti-Co and Merritt Island Airports. Open and close flight plans with Melbourne Radio. Contact FSS for special NOTAM status prior to flight.

AIR TRAFFIC CONTROL.

	<u>Ti-Co</u>	<u>Melbourne Regional</u>
Local Control	118.9	118.2
Ground Control	121.4.	121.9
Approach Control	119.25 ( <u>Revision</u> )	125.1

MELBOURNE FLIGHT SERVICE:

	<u>Primary</u>	<u>Common</u>	<u>UHF</u>
Melbourne Regional and Valkaria	122.6	122.2	255.4
All Other Area Airports	123.6	122.2	255.4

Note: Aircraft may be able to contact Melbourne Radio on the ground at Ti-Co and Merritt Island Airports on 123.6.

AIRSPACE RESTRICTIONS:

All aircraft must remain clear of Restricted Areas R2921 thru R2928 and R2930. All airspace below R2921, R2922, R2926 and R2927 is designated as temporary restricted airspace to the surface. All aircraft should remain clear of all coastal warning areas. All aircraft must remain clear of temporary restricted airspace south of R2927 from surface to 6,000 ft.

The airspace east of the Melbourne VOR 352° radial to W497B from nine miles north of Melbourne to R2927 is designated temporary restricted airspace from surface to 6,000 ft. Merritt Island landing and departing traffic will be permitted to operate in that airspace within 2 NM radius of the airport. The restricted areas will be patrolled and violaters will be reported.

RETURN FROM ORBIT RESTRICTIONS:

When the shuttle has entered orbit for return to the NASA Shuttle Landing Facility at the Kennedy Space Center, the following restrictions will apply. All aircraft must remain clear of Restricted Areas R2921 thru R2928 and R2930. All airspace below R2921, R2922, R2926 and R2927 is designated as temporary restricted airspace to the surface. All aircraft should remain clear of all coastal warning areas.

BROADCASTS:

From 1 hour prior to the scheduled launch or recovery of the Space Shuttle, all VFR aircraft should MONITOR Melbourne VOR voice on 110.0 MHz for instructions and information concerning the status of the launch and associated restricted and warning areas.

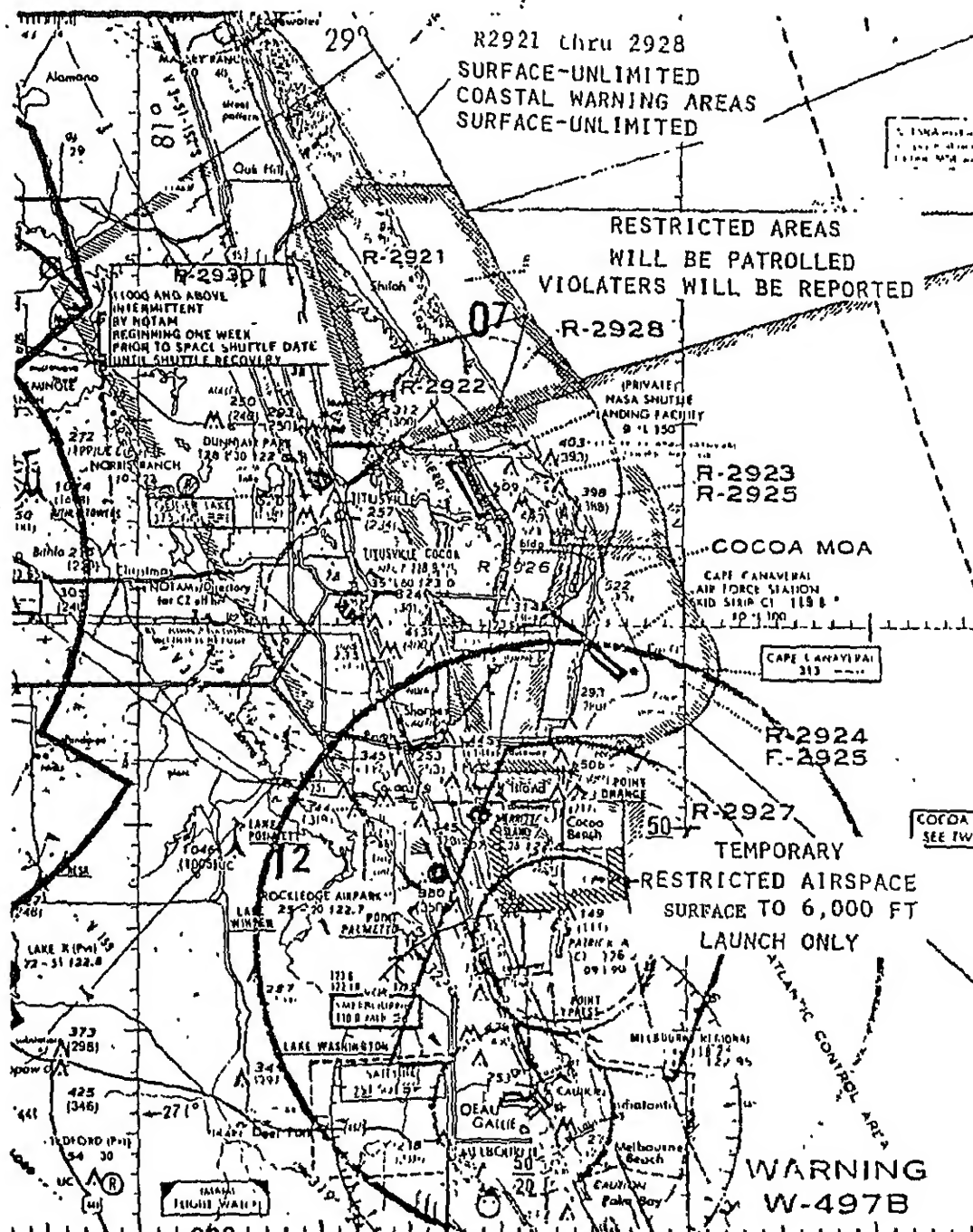
Pilots should be particularly alert for broadcast instructions to squawk "standby" in the event radar saturation occurs. Further information as to when to resume squawking "normal" will also be broadcast over the Melbourne VOR.

Following the launch, pilots should expect a minimum of 30 minutes before any restricted areas are opened. Some areas may remain closed for other launch activity. R2923 will remain closed. Arthur Dunn Airpark, Ti-Co Airport, and Merritt Island Airport will remain open during the launch activity.



# KENNEDY SPACE CENTER SPECIAL PROCEDURES SPACE SHUTTLE LAUNCH AND RETURN FROM ORBIT

Special-9



AIRPORT RADAR SERVICE AREAS (ARSA)  
FOR  
AUSTIN, TEXAS  
ROBERT MUELLER MUNICIPAL AIRPORT  
COLUMBUS, OHIO  
PORT COLUMBUS INTERNATIONAL AIRPORT

Special Airspace designations and associated air traffic control procedures began at the Austin, Texas, Robert Mueller Municipal Airport on December 22, 1983, and the Columbus, Ohio, Port Columbus International Airport on January 19, 1984. Special Federal Aviation Regulation (SFAR) No. 45 which implements this program appeared in the FEDERAL REGISTER (Vol. 48, Page 50038) on October 28, 1983. The following summary of that SFAR is advisory in nature and does not relieve the pilot from compliance with the specific rules set forth in the SFAR.

An Airport Radar Service Area (ARSA) is designated airspace in which each person operating an aircraft must maintain two-way radio communications with air traffic control (ATC). Ultralight vehicles and parachute jump operations in the ARSA are not allowed except under the terms of an ATC authorization. Within these ARSA's, ATC will, in addition to the services and separation currently applied to aircraft operating under instrument flight rules (IFR), resolve any potential conflict between an aircraft operating under IFR and an aircraft operating under visual flight rules (VFR), as well as provide traffic advisor, services and arrival sequencing to all aircraft. Pilots are required to comply with ATC clearances and instructions while operating in an ARSA. The purpose of the SFAR is to confirm any national applicability of the recommendation of the National Airspace Review, Terminal Airspace Task Group 1-2.2., that an ARSA program replace the existing Terminal Radar Service Area (TRSA) program.

Unless otherwise authorized or required by ATC, the following provisions apply to aircraft operations within an ARSA.

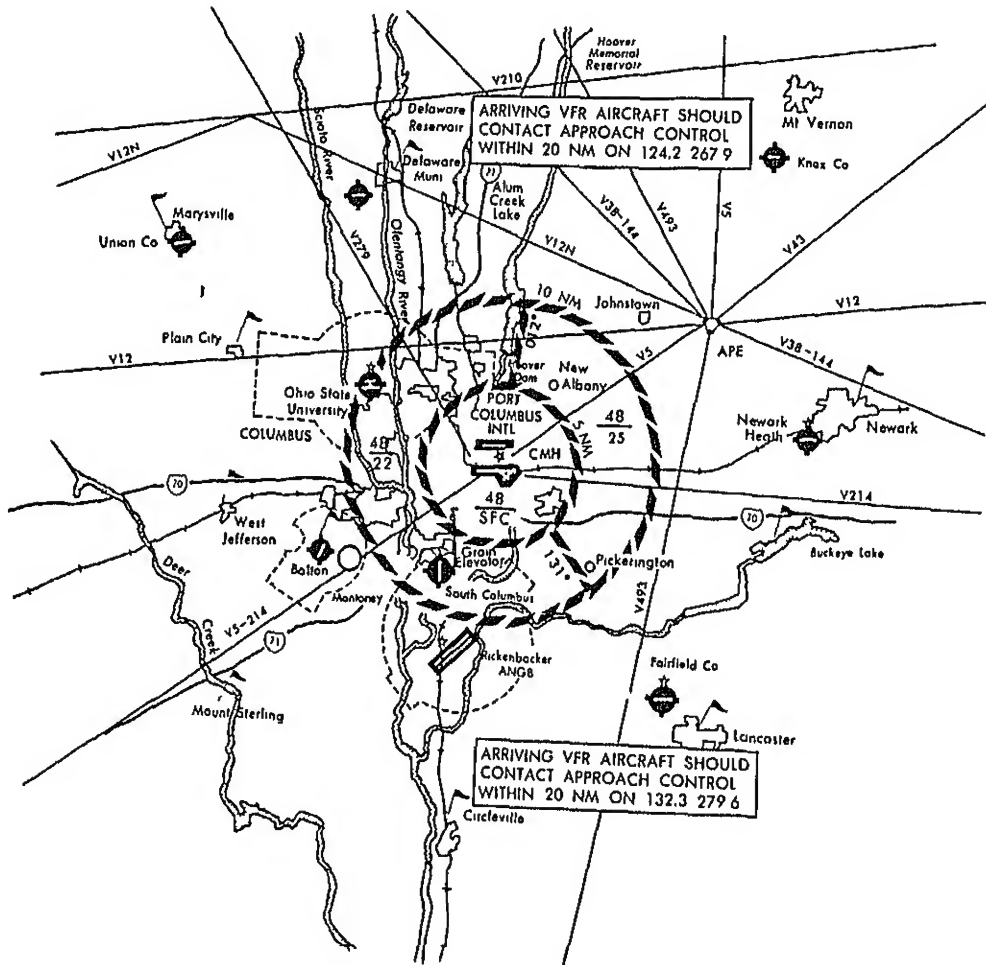
1. Aircraft arriving at an airport within the ARSA or on an over-flight course that would penetrate the ARSA must establish two-way radio communication with ATC prior to entering the ARSA and maintain that communication while operating within the ARSA.
2. Aircraft departing the primary airport within the ARSA must establish two-way radio communication with ATC prior to departure and maintain that communication while operating within the ARSA. Aircraft departing a satellite airport within the ARSA must contact ATC as soon as practicable after takeoff.
3. Except in an emergency, all operations must be in compliance with ATC clearance and instructions.
4. All arrivals and departures within the ARSA must be in compliance with FAA arrival and departure traffic patterns.
5. Ultralight vehicles and parachute operations may not be conducted within the ARSA except under the terms of an ATC authorization.

6. NOTAM's pertaining to flight within the ARSA must be reviewed as a part of preflight action required by FAR Section 91.5.

See graphics for depiction of ARSA for the Austin, Texas and Columbus, Ohio airports. The same symbology is used to depict ARSA airspace on sectional aeronautical charts. These airspace designations are effective for approximately 1 year.

# AIRPORT RADAR SERVICE AREA (NOT TO BE USED FOR NAVIGATION)

PORT COLUMBUS INTL. AIRPORT  
COLUMBUS, OHIO  
FIELD ELEV. 816 MSL



## LEGEND

VFR CHECK POINT

ARSA

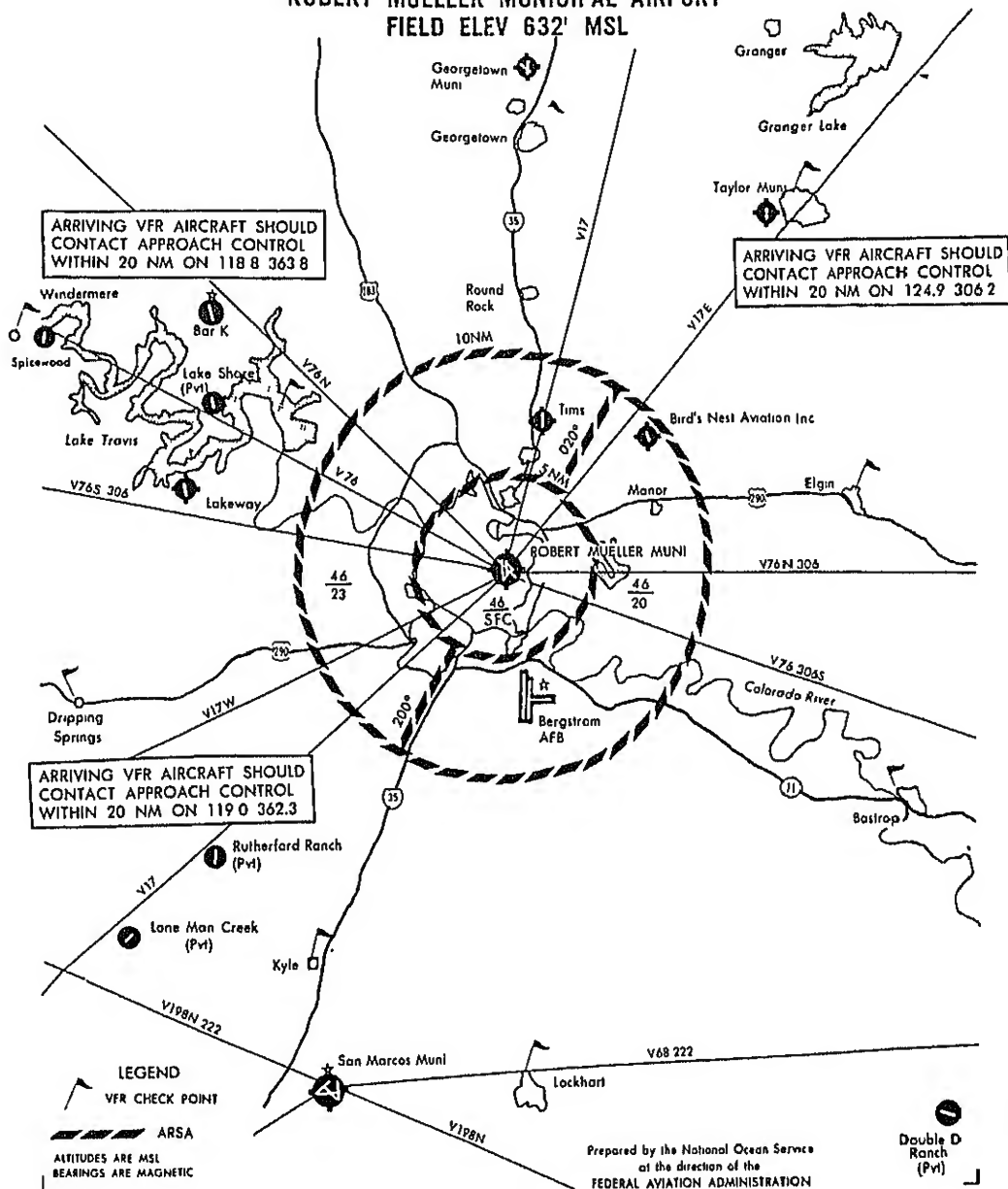
ALTITUDES ARE MSL  
BEARINGS ARE MAGNETIC

Prepared by the National Ocean Service  
at the direction of the  
FEDERAL AVIATION ADMINISTRATION

24 NOV 1983

# AIRPORT RADAR SERVICE AREA (NOT TO BE USED FOR NAVIGATION)

## AUSTIN, TEXAS ROBERT MUELLER MUNICIPAL AIRPORT FIELD ELEV 632' MSL

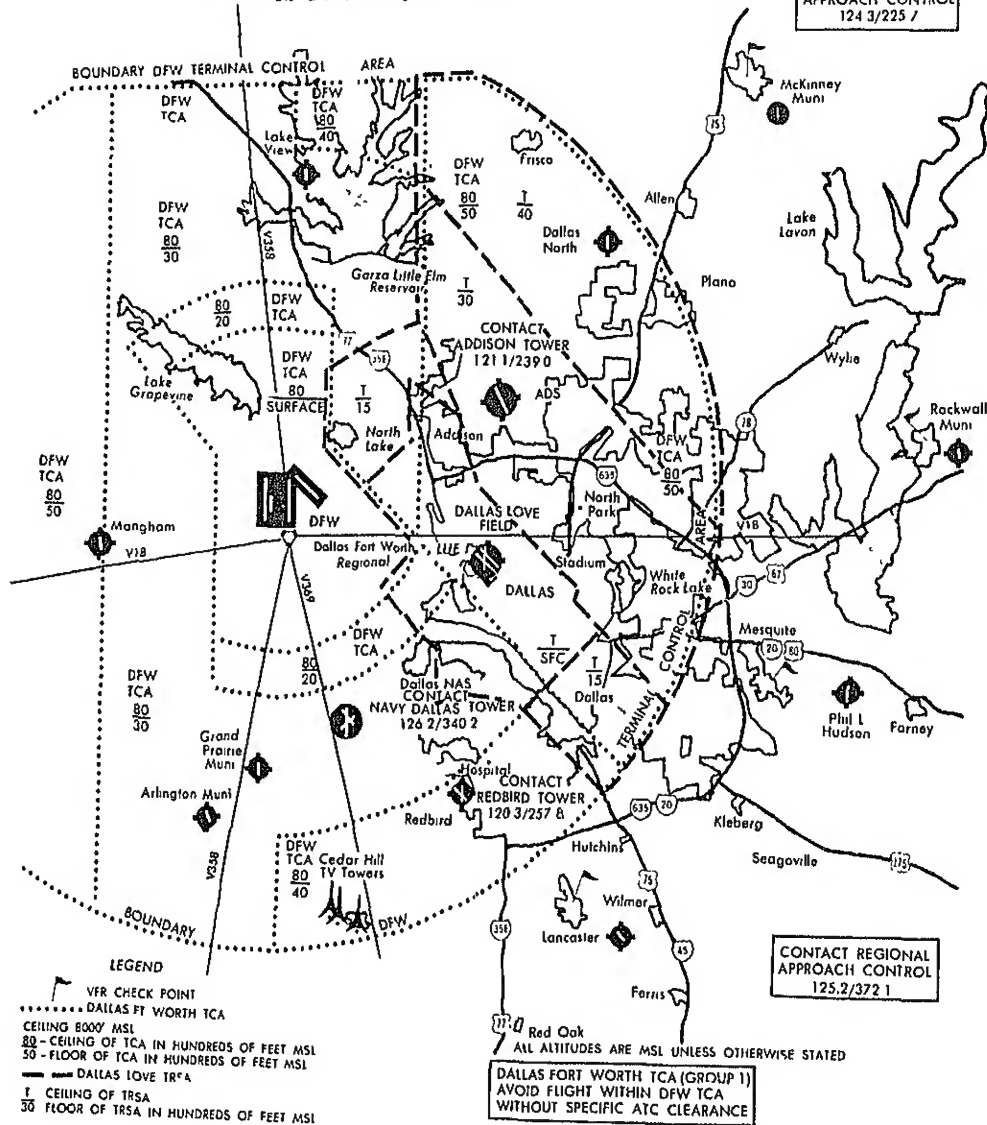


TERMINAL RADAR SERVICE AREA  
(NOT TO BE USED FOR NAVIGATION)

**DALLAS LOVE FIELD, TEXAS**

DALLAS FORTH WORTH REGIONAL APPROACH CONTROL WILL PROVIDE STAGE III  
RADAR SERVICE THIS TRAFFIC ADVISORY SERVICE DOES NOT RELIEVE  
THE PILOTS OF THEIR RESPONSIBILITY FOR CONTINUED VIGILANCE TO SEE  
AND AVOID OTHER TRAFFIC

CONTACT REGIONAL  
APPROACH CONTROL  
124 3/225 /



Prepared by the National Ocean Service  
at the direction of the  
FEDERAL AVIATION ADMINISTRATION

13 JAN 1984

Temporary Farmville MOA, VA

Effective: March 15, 1984 until further notice.

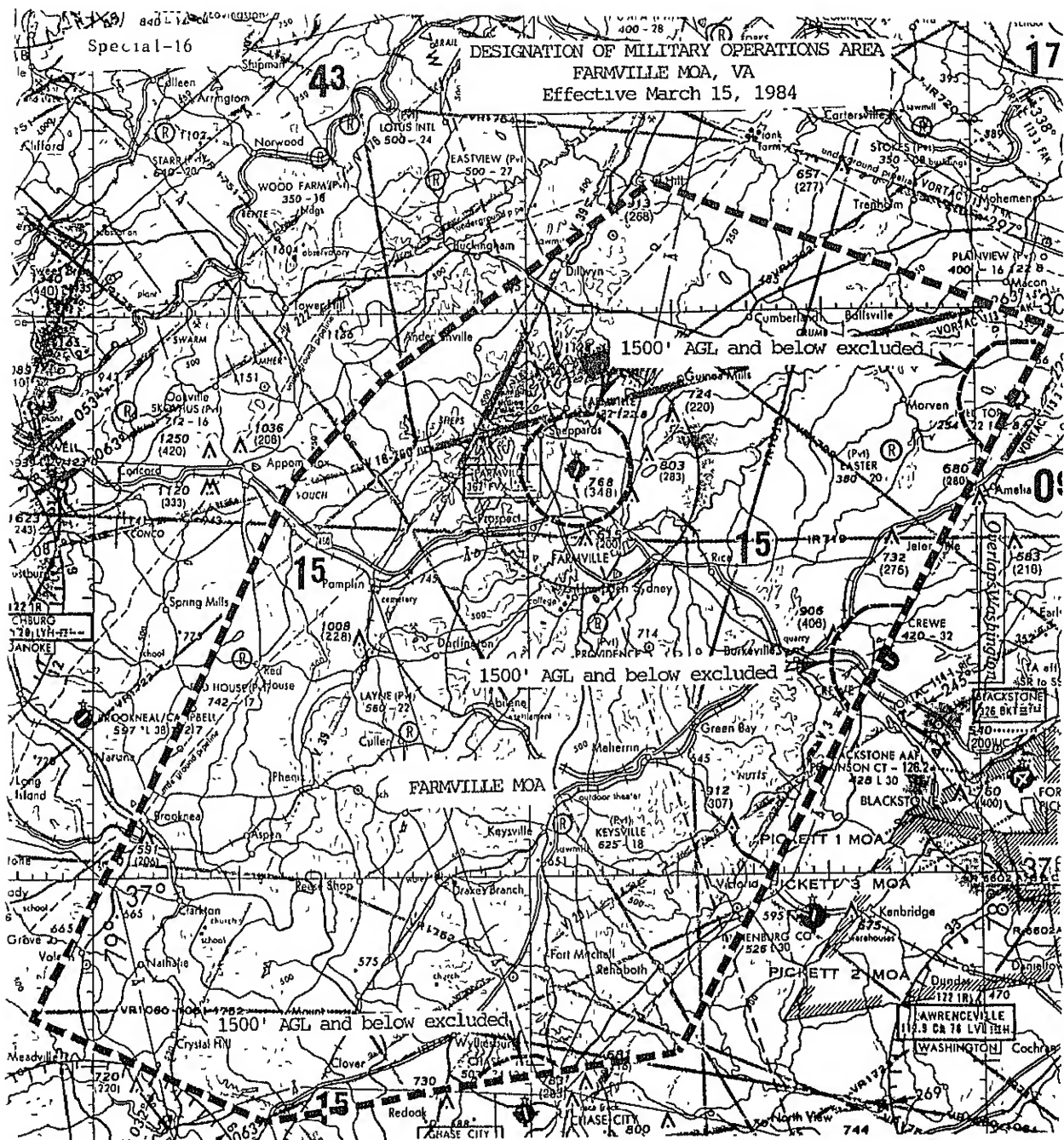
Boundaries: Beginning at lat. 37°37'00"N. long. 78°21'00"W.;  
lat. 37°29'00"N. long. 77°55'00"W.;  
lat. 36°50'30"N. long. 78°20'00"W.;  
lat. 36°47'00"N. long. 78°48'00"W.;  
lat. 36°52'30"N. long. 79°04'00"W.;  
lat. 37°20'48"N. long. 78°46'24"W.;  
lat. 37°27'00"N. long. 78°39'30"W.;  
thence to point of beginning. --

Altitudes: 300 feet AGL to 5,000 feet MSL;  
Excludes areas at and below 1500 feet AGL within 3 NM of  
public use airports.

Times of use: Sunrise to 0900 local and 1600-1700 local, daily Monday  
through Friday.

Controlling agency: Washington ARTCC.

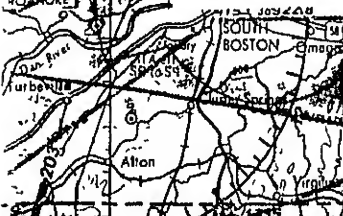
Using agency: 48th Fighter Interceptor Squadron  
Langley AFB, VA



Note: Pilots are requested to contact Washington Center or the nearest FSS prior to

entering MOA.

Altitudes:	300 feet Agl to 5000 feet MSL
Times of Use:	Sunrise to 0900 local and 1600 to 1700 local, daily Monday through Friday, other times by NOTAM
Controlling Agency:	Washington ARTCC
Using Agency:	48th Fighter Interceptor Squadron, Langley AFB, VA





Effective May 10, 1984

Saddle A & B Temporary MOA's, OR

Saddle "A" MOA boundaries:

Beginning at: 43° 30' 00" N 117° 35' 00" W to  
43° 30' 00" N 117° 14' 00" W to  
43° 11' 00" N 117° 08' 00" W to  
42° 52' 30" N 117° 35' 00" W to  
Point of Beginning.

Saddle "B" MOA boundaries:

Beginning at: 43° 30' 00" N 117° 35' 00" W to  
42° 52' 30" N 117° 35' 00" W to  
42° 50' 00" N 117° 38' 00" W to  
42° 47' 00" N 117° 51' 00" W to  
43° 21' 30" N 118° 35' 00" W to  
43° 30' 00" N 118° 25' 30" W to  
Point of beginning.

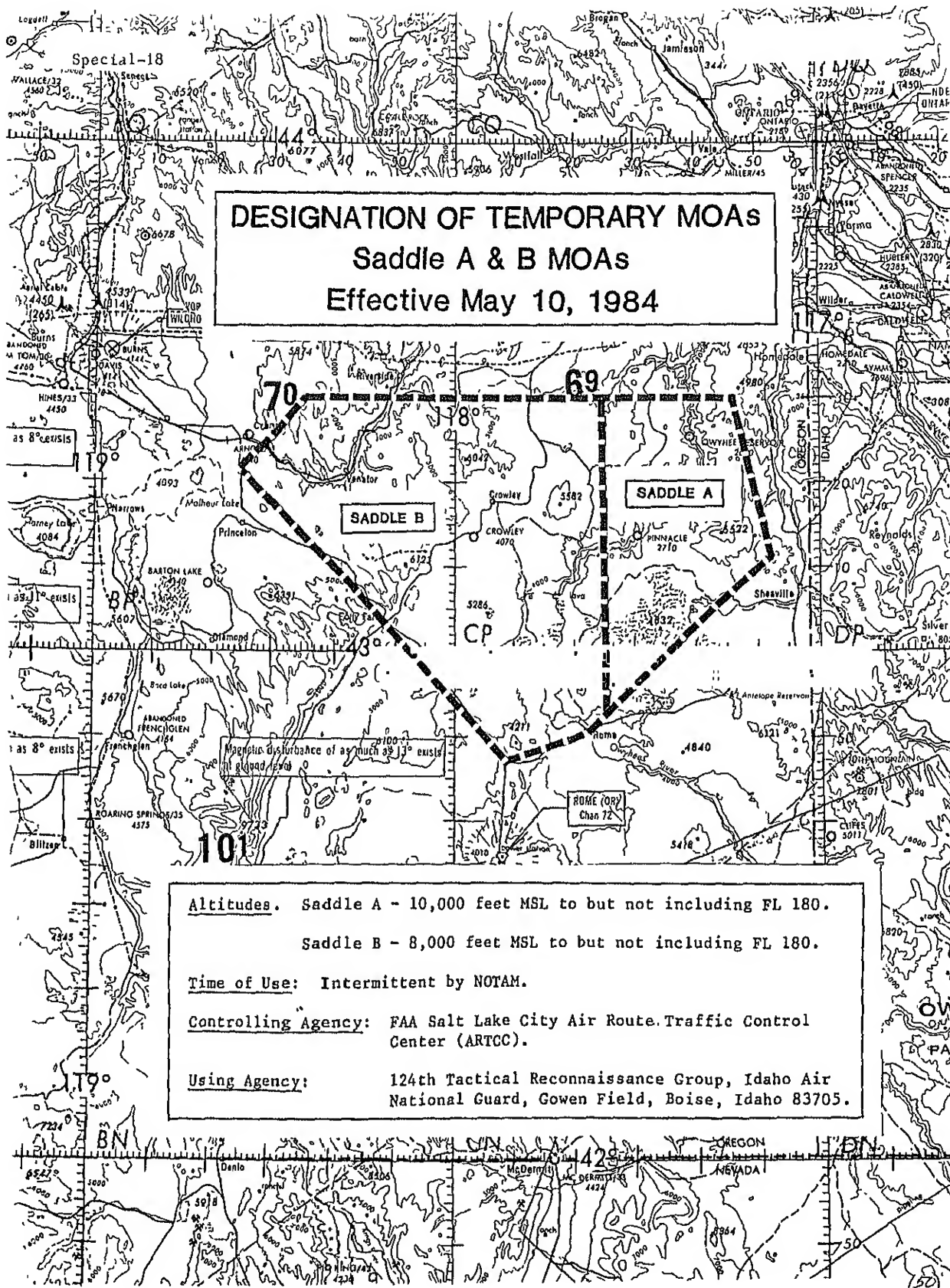
Altitudes. Saddle A - 10,000 feet MSL to but not including FL 180.

Saddle B - 8,000 feet MSL to but not including FL 180.

Time of Use: Intermittent by NOTAM.

Controlling Agency: FAA Salt Lake City Air Route Traffic Control  
Center (ARTCC).

Using Agency: 124th Tactical Reconnaissance Group, Idaho Air  
National Guard, Gowen Field, Boise, Idaho 83705.



## DESIGNATION OF TEMPORARY MOAs

### Saddle A & B MOAs

Effective May 10, 1984

SADDLE B

SADDLE A

Altitudes. Saddle A - 10,000 feet MSL to but not including FL 180.

Saddle B - 8,000 feet MSL to but not including FL 180.

Time of Use: Intermittent by NOTAM.

Controlling Agency: FAA Salt Lake City Air Route Traffic Control Center (ARTCC).

Using Agency: 124th Tactical Reconnaissance Group, Idaho Air National Guard, Gowen Field, Boise, Idaho 83705.

## CLASS II NOTAM

SPECIAL AIR TRAFFIC CONTROL PROCEDURES  
FOR HYANNIS, NANTUCKET AND MARTHA'S VINEYARDEffective: May 15, 1984

Due to the historically heavy volume of air traffic generated during the summer season and other occasional periods at the Hyannis, Nantucket and Martha's Vineyard Airports, the Federal Aviation Administration will implement special Air Traffic Control procedures for Visual Flight Rule (VFR) aircraft and, when necessary, a flow management program that uses flow control procedures to help maintain a safe, orderly and equitable flow of air traffic during those impacted Instrument Flight Rules (IFR) periods as identified. Pilots are cautioned to be extremely alert for a high volume of VFR traffic operating daily to and from the Hyannis, Nantucket and Martha's Vineyard Airports. Additionally, pilots are cautioned to expect delays up to 2 hours on those days when the demand at any or all of the aforementioned airports exceeds the individual capacity levels.

Control Towers:Hyannis Tower:

Operation from 0600 to 2200 \*EDT 7 days a week. (5/15 - 9/15) 0600 to 2300 \*EDT 7 days a week. Primary frequencies are:

\*\* ATIS: 123.8, Ground Control 121.9, Tower 119.5.

Martha's Vineyard Tower:

Operation from 0700 to 2200 EDT 7 days a week (5/23 - 9/11). Primary frequencies are:

Ground Control 121.8, Tower 121.4

Nantucket Tower:

Operation from 0600 to 2100 EDT 7 days a week. (5/15 - 9/15) 0600 to 2200 EDT 7 days a week. Primary frequencies are:

ATIS: 126.6, Ground Control 121.7, Tower 118.3.

VFR Enroute/HoldingNote:

1. Arrival aircraft will be expected to know and use those VFR reporting and VFR holding points as depicted, so as to be able to proceed as instructed by the responsible air traffic control facility in control of their aircraft.

\* Eastern Daylight Time

\*\*Automated Terminal Information Service (ATIS)

2. Arrival aircraft are instructed to first listen to the ATIS, where available, and then contact the pertinent tower when 10 to 15 miles from the airport. In lieu of the ATIS broadcast those aircraft destined to Martha's Vineyard are requested to monitor the tower frequency 20 to 30 miles from the airport and then advise the tower on initial contact (10-15 miles out) they "have numbers".

3. Aircraft enroute Hyannis Airport from the Sagamore Bridge, Martha's Vineyard and Cotuit areas are advised to use caution due to military helicopters and jet aircraft on an Instrument Landing System (ILS) approach to Runway 23 at the Otis Air National Guard Base.

4. Departure aircraft will be expected to know those VFR reporting points depicted, and proceed as instructed by the Air Traffic Control Tower (ATCT) in control of their aircraft.

5. Pilots with 2-way radio equipped aircraft are urged to close their flight plans with Bridgeport FSS by transmitting on frequency 122.1 and listening on the appropriate Visual Omni Range (VOR) frequency. Non-radio equipped aircraft are urged to close their flight plans with Bridgeport FSS by telephone: 1-800-242-2377 (RI/MA) 1-800-972-2271 (CT). If you are unable to contact Bridgeport FSS, then you are requested to contact:

Concord FSS	1-800-325-1202
Lebanon FSS (toll)	603-298-8853
Bangor FSS (toll)	207-947-4028
Augusta FSS (toll)	207-622-6491
Houlton FSS (toll)	207-532-2475
Montpelier FSS	1-800-227-1840

HYANNIS AIRPORT

Arrival Points	Arrival Direction	Holding Direction
Sandy Neck	North	North
Dennis Drive-In	Northeast	Northeast
Sagamore Bridge	Northwest	Northwest
Coutit	West	Southwest
Dennisport	East	Southeast

ATIS: 123.8

Tower: 119.5

MARTHA'S VINEYARD

Arrival Points	Arrival Direction	Holding Direction
Woods Hole	North	Northwest
Oak Bluffs	Northeast	East
Bourne Bridge	West	West
Cuttyhunk Island	West	Southwest
Katama Airpark	Southeast	South

ATIS: None

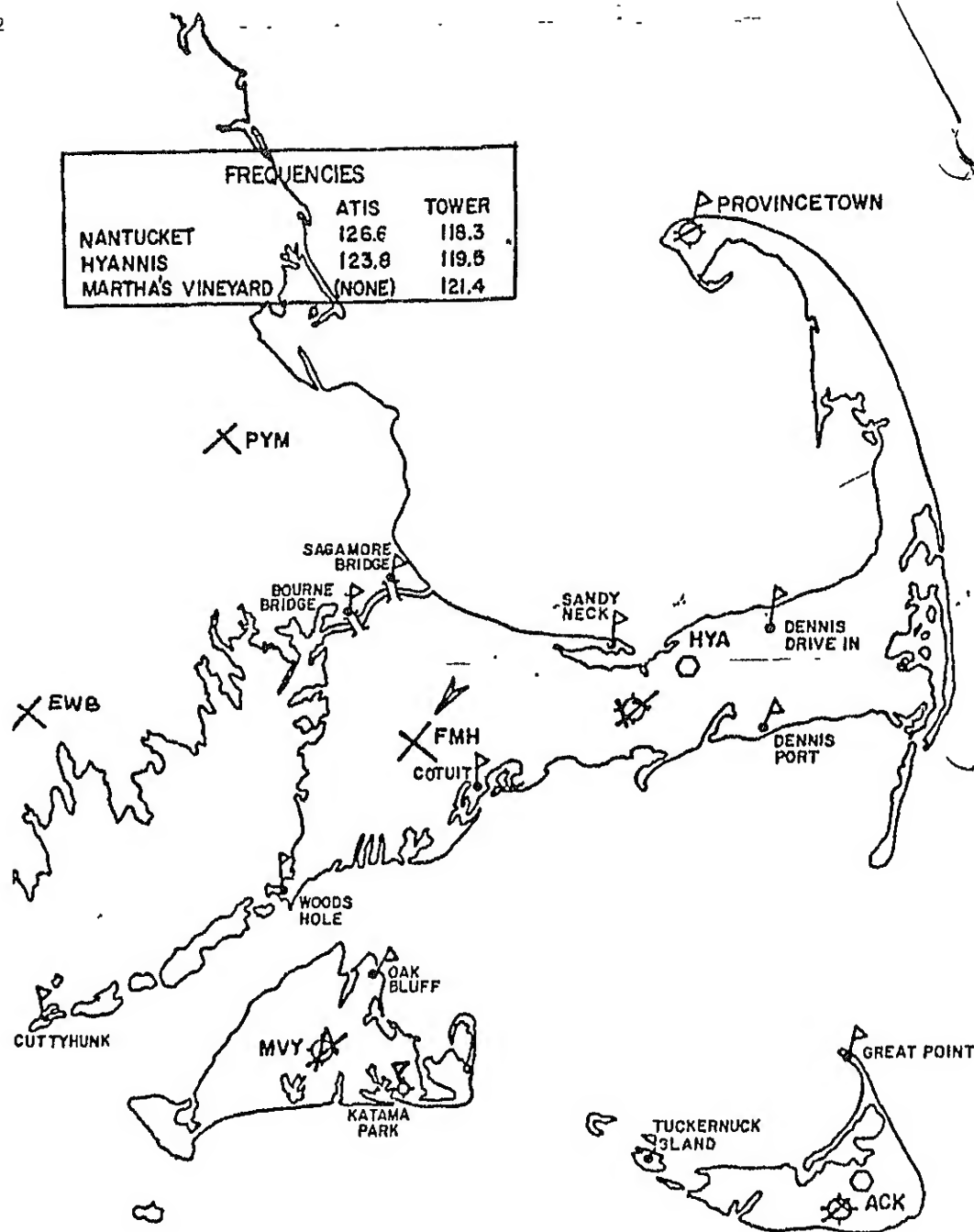
Tower: 121.4

NANTUCKET AIRPORT

Arrival Points	Arrival Direction	Holding Direction
Great Point	North	East
Tuckernuck Island	West	Southwest

ATIS: 126.6

Tower: 118.3



# LEGEND

△ VFR HOLDING/REPORTING POINTS

NOTE! CHART NOT TO SCALE AND IS NOT TO BE USED FOR NAVIGATION

IFR TRAFFIC:

In an effort to minimize and equalize Instrument Flight Rule (IFR) arrival delays at the Cape and Islands Airports during the 1984 summer traffic season, Otis Terminal Radar Approach Control (TRACON) will institute a Flow Management Program beginning May 10, 1984. While it is anticipated that the greatest need for these procedures will exist during marginal Visual Flight Rule (VFR) or IFR weather conditions, excessive IFR traffic demand alone could warrant their implementation. The Program will only be activated when anticipated demand exceeds the airport or the air traffic control system's capacity.

The Program, when activated, implements flow management procedures whereby Air Traffic Control (ATC) detains aircraft on the ground until the ATC system can absorb the flight(s) with minimal arrival delay. The program for the Cape and Islands Airports will be administered by the Otis TRACON. It will serve a threefold purpose:

1. Equitable delay assignments.
2. User fuel conservation.
3. Prevention of air traffic saturation.

Briefly, when a delay situation exists, Otis will calculate and assign ground delays to IFR traffic departing airports destined for the Cape and Islands Airports. The ground delays will be predicated on the flight planned estimated time of arrival (ETA) at the effected Cape and Islands Airport and will be assigned equitably by hourly segments or portions thereof. The pilot will be advised of these delays by the issuance of a release time. Adherence to release times is critical to the success of this program.

For this program to achieve an efficient level of performance with resultant user benefits, pilots should abide by the following guidelines:

1. Refrain from attempting to file flight plans in the air or refiling in the air to Nantucket, Hyannis or Martha's Vineyard. The efficient handling of a flight is compromised when an air file is initiated. The successful processing of an air filed flight plan will not eliminate the application of delay factors during delay situations. Equitable distribution of delay necessitates application of delay factors to airborne aircraft and aircraft on the ground impartially. It is entirely possible that in a delay situation an air file aircraft could have a delay factor that would exceed the aircraft's fuel endurance and necessitate an interim landing.

The system recognizes there is always the potential for air filing and is structured to accommodate such activity. The pilot however must be aware that air filing will detract from this program's overall efficiency by reducing Air Traffic systems handling capacity due to:

- A. Significant increases in workload.
  - B. Frequency congestion created during impacted traffic periods.
2. Include the estimated time enroute (ETE) in all flight plans. Program management and performance monitoring will be dependent upon complete and accurate flight plan information. The ETE is most critical.
  3. Pilots/companies should file extra sections only when needed and then - at least one (1) hour in advance of departure whenever possible. This lead-time will permit effective system adjustments. Less than 1 hour could compromise delay factors and traffic management many hours later.

#### IFR DEPARTURES:

When flow management procedures are in effect, traffic destined to the Cape and Islands can expect to be issued a release time by ATC. For airports other than New Bedford, Hyannis, Martha's Vineyard and Nantucket, departure must be accomplished no earlier than 5 minutes prior to and no later than 15 minutes after release time to insure effective application of the program. The excepted airports above, due to their short flight times, departure must be accomplished no earlier than 5 minutes before and no later than 5 minutes after. Nonadherence to these departure "windows" is a critical consideration and could result in an additional delay when system adjustments are made.

Delay information/release times may be obtained prior to engine start through the Flight Service Station (FSS) or Tower. Pilots are urged to solicit this information and thus more effectively plan passenger boarding.

Pilots are encouraged to file flight plans to the impacted airports as early as possible -- 2 to 3 hours prior to departure if feasible--to aid in minimizing the frequency of program adjustments. This will result in less impact on the user since, of necessity, the ground delay factors are projected at least 2 to 3 hours into the future.



## SPECIAL MILITARY ACTIVITY

The graphic identifies IFR Military Training Routes and Military Operations Area within which the Department of Defense (DOD) conducts periodic operations involving unmanned aerospace vehicles. These vehicles are escorted by military fighter type aircraft which, as necessary, exercise override flight control of these unmanned vehicles. Status of these routes and areas may be obtained by contacting the FAA/DOD facility on designated frequencies along the routes and as depicted on this graphic. The lateral limits of these specified routes will be shown by the Special Use Airspace Symbol, and altitudes for specified route segments will be shown on the 35th Edition of the Los Angeles Sectional effective 8/30/84 and the 32nd Edition of the Las Vegas Sectional effective 9/27/84.

Refer to DOD Flight Information Publication, Area Planning AP/1B for more details. These routes are also shown on the following charts.

1. IFR Wall Planning Chart - West
2. Enroute Low Altitude Charts, L-3, 5
3. Las Vegas and Los Angeles Sectional Aeronautical Charts

Hours of Operation: Sunrise - Sunset by NOTAM

Altitude Range: 500 AGL to 12,000 MSL (see graphic for altitudes for specified segments of the routes, altitudes in MOA's not depicted.

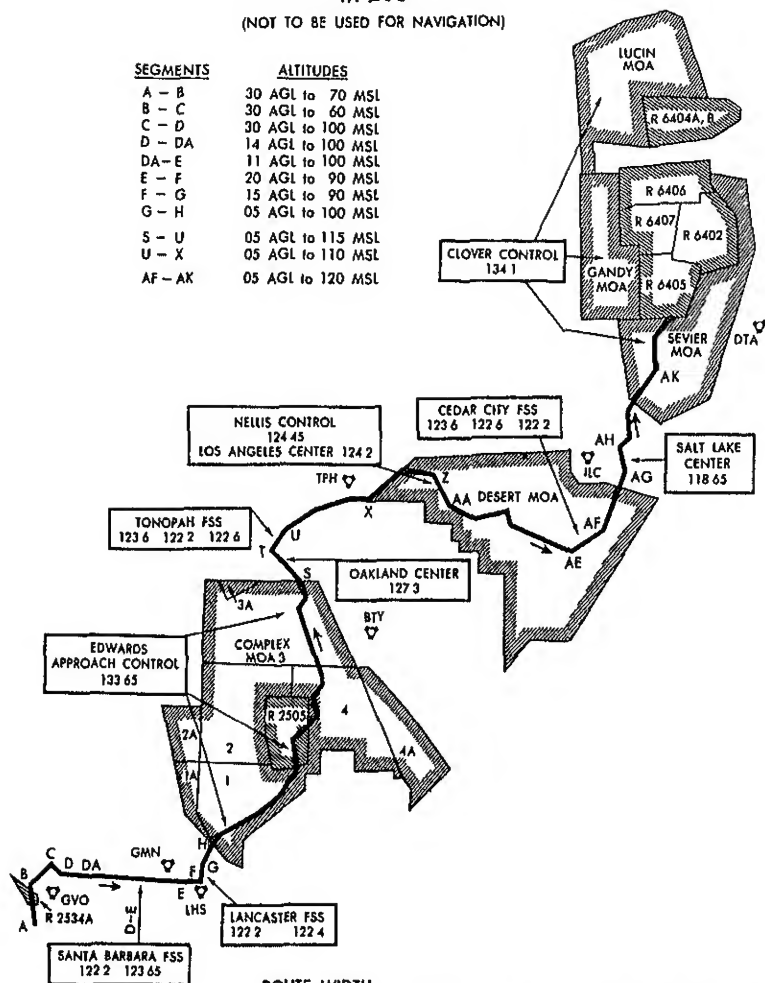
Tie-FSS Lancaster (WJF), California

PILOTS ARE URGED TO REVIEW ALL APPLICABLE NOTAMS PRIOR TO CONDUCTING FLIGHT

# SPECIAL MILITARY ACTIVITY IR-200

(NOT TO BE USED FOR NAVIGATION)

SEGMENTS	ALTITUDES
A - B	30 AGL to 70 MSL
B - C	30 AGL to 60 MSL
C - D	30 AGL to 100 MSL
D - DA	14 AGL to 100 MSL
DA - E	11 AGL to 100 MSL
E - F	20 AGL to 90 MSL
F - G	15 AGL to 90 MSL
G - H	05 AGL to 100 MSL
S - U	05 AGL to 115 MSL
U - X	05 AGL to 110 MSL
AF - AK	05 AGL to 120 MSL

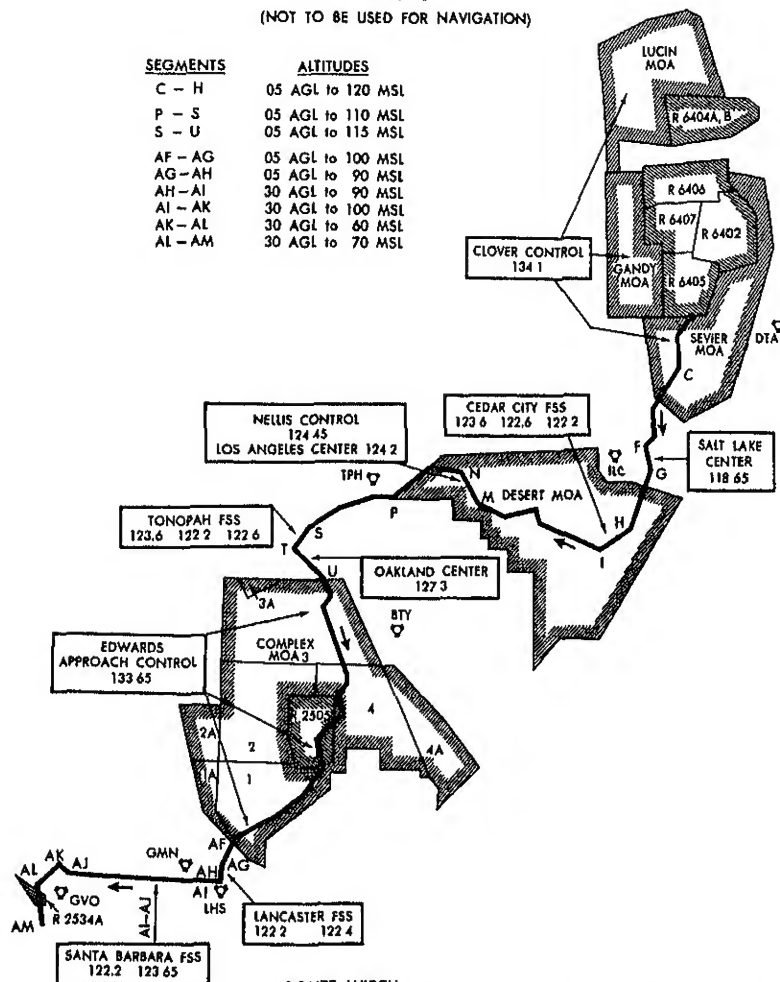


## ROUTE WIDTH:

4 NM either side of centerline from A to R. 7 NM left and 4 NM right of centerline from R to S. 7 NM either side of centerline from S to T. 4 NM either side of centerline from T to AF. 7 NM left and 4 NM right of centerline AF to AG. 7 NM left and 10 NM right of centerline AG to AI. 4 NM either side of centerline from AI to AM.

# SPECIAL MILITARY ACTIVITY IR-425

(NOT TO BE USED FOR NAVIGATION)



## ROUTE WIDTH:

4 NM either side of centerline from A to E; 10 NM left and 7 NM right of centerline from E to G; 4 NM left and 7 NM right of centerline from G to H; 4 NM either side of centerline from H to T; 7 NM either side of centerline from T to U; 4 NM left and 7 NM right of centerline from U to V; 4 NM either side of centerline from V to AM.

FIRECRACKER 400

DAYTONA BEACH, FLORIDA AREA

JULY 4, 1984

In anticipation of the large number of aircraft traveling to and from the Daytona Beach area for the Firecracker 400, the following procedures will be used to enhance safety and minimize air traffic delays.

Aircraft not landing in the Daytona Beach area are requested to avoid overflight below 9,500 feet within 10 nautical miles of Daytona Beach Regional Airport. IFR overflights can expect routing to avoid the Daytona Beach area.

All pilots are encouraged to monitor 120.05 MHz for recorded information on the status of operations in the Daytona Beach area.

VFR ARRIVALS

Daytona Beach Regional Airport: Radar sequencing will be provided to aircraft landing at Daytona Beach Regional Airport. Contact Daytona Beach Approach Control on the appropriate frequency at least 15 miles from the Daytona Beach Regional Airport. We strongly suggest you DO NOT PROCEED INTO THE TRSA until receiving instructions from Daytona Beach Approach Control.

Airports Within the Lateral Limits of the Daytona Beach TRSA: Pilot participation in radar service is recommended and will be provided to aircraft landing at airports within the lateral limits of the Daytona Beach Terminal Radar Service Area. Contact Daytona Beach Approach Control on the appropriate frequency prior to reaching the Daytona Beach TRSA.

Other Airports Within the Daytona Beach Approach Control Area: Radar service will be available to aircraft landing at airports outside the lateral limits of the Daytona Beach TRSA on a workload permitting basis. Contact Daytona Beach Approach Control with your request.

IFR AND VFR DEPARTURES

Daytona Beach Regional Airport: Both IFR and VFR aircraft operating at Daytona Beach Regional Airport can expect to be issued taxi times. BEFORE STARTING YOUR ENGINE, monitor ATIS on 120.05 MHz for the latest information and flow instructions. Please comply with the taxi signs posted near runways. DO NOT CONTACT THE TOWER for departure until you are in the number one position for takeoff, then give your location and runway.

Other Airports: Plan your departure path so as to fly AWAY FROM Daytona Beach Regional Airport. If radar service is desired from Daytona Beach Approach Control, contact Daytona Beach Approach on the appropriate frequency.

DAYTONA BEACH AREA AIRPORTS

Bunnell/Flagler County  
Daytona Beach Regional  
Deland Municipal-Taylor Field

New Smyrna Beach Municipal  
Ormond Beach Municipal  
Spruce Creek (Private)

#### SPECIAL ACTIVITY ALERT AND OPERATIONS OVER THE SPEEDWAY

Aircraft operating in the vicinity of the Daytona International Speedway should remain alert for numerous special aviation activities associated with race events. Activities may include: sky diving, banner towing, helicopter operations, hot air balloons, military fly-bys, and blimps.

Continuous aircraft operations over the speedway will be permitted only with prior approval from Daytona Beach Regional Tower. Approval to operate over the speedway may be obtained from the Daytona Beach Regional Air Traffic Control Tower by telephoning 904-255-3216.

IFR AND VFR FLIGHTS DESTINED FOR THE DAYTONA BEACH AREA are urged to file flight plans at least 4 hours, but not more than 24 hours, prior to their proposed departure time. Due to the expected volume of radio contacts, air filed flight plans with Orlando FSS, Daytona Beach Approach Control, and the Jacksonville Center sectors serving the Daytona Beach area will experience significant delays on race day, July 4th.

VFR ARRIVAL AIRCRAFT are requested to cancel their flight plans with Orlando FSS via radio on 122.4 (or transmit on 122.1 and receive on Ormond Beach VOR 112.6) and not request Jacksonville Center, Daytona Beach Approach, or Daytona Beach Ground Control to forward the cancellation.

IFR AND VFR DEPARTURE AIRCRAFT wishing to file flight plans are urged to do so at least 4 hours, but not more than 24 hours, prior to their proposed departure time. Pilots arriving and departing the Daytona Beach area on the same day are encouraged to file their return flight plan with their local FSS during the initial briefing. IFR flight plans will be retained for up to 2 hours after the proposed departure time. Due to the expected volume of radio contacts, air filed flight plans with Orlando FSS, Daytona Beach Approach Control, and the Jacksonville Center sectors serving the Daytona Beach area will experience significant delays on race day, July 4th.

#### RESTRICTED AREA ADVISORY

Pilots should be aware of the existence of restricted airspace to the south, west, and northwest of Daytona Beach and plan their flights accordingly. These areas may be continuously active or may be intermittently activated by NOTAM. Pilots are cautioned that penetration of Restricted Areas without authorization from the using or controlling agency may be extremely hazardous.

DAYTON INTERNATIONAL AIRSHOW AND TRADE EXPOSITION

DAYTON INTERNATIONAL AIRPORT, DAYTON, OHIO

JULY 19-22, 1984

In anticipation of the large number of aircraft traveling to and from the Dayton, Ohio, area during the Dayton International Airshow and Trade Exposition, special air traffic procedures will be used to enhance safety and minimize air traffic delays at Dayton International Airport.

The limited runway availability during this event, coupled with the expected large number of arriving and departing aircraft, may still lead to lengthy delays at Dayton International Airport. Pilots are encouraged to use outlying airports with ground transportation as an alternative.

Aircraft not landing in the Dayton area are requested to avoid overflight below 10,000 feet within a 30 mile radius of Dayton International Airport.

All pilots are encouraged to monitor ATIS on 125.8 MHz for information on the status of operations in the Dayton area. Pilots operating to Dayton International Airport are expected to have the current ATIS information PRIOR TO CONTACTING Dayton Approach Control.

VFR ARRIVAL PROCEDURES: Radar sequencing will be provided to all aircraft landing at Dayton International Airport. Contact Dayton Approach Control on the designated frequency prior to reaching one of the four VFR arrival points (see list and graphic). Aircraft will be sequenced from these points or asked to hold dependent upon traffic volume. We strongly recommend pilots DO NOT PROCEED PAST THESE POINTS without contacting Dayton Approach Control. Pilots are encouraged to be especially alert for frequency assignments.

<u>DAYTON INTERNATIONAL VFR ARRIVAL POINTS</u>	<u>FROM</u>	<u>FREQUENCY</u>
Over Rosewood VOR	NORTH	118.0
Over the City of Springfield (above 4,000)	EAST	118.85
Over the City of Springfield (4,000 & below)	EAST	126.5
Over Dayton General Airport (above 4,000)	SOUTH	118.85
Over Dayton General Airport (4,000 & below)	SOUTH	126.5
Over Dayton VOR	WEST	134.45

Field elevation at Dayton International Airport is 1009 feet MSL.

VFR FLIGHT PLAN CANCELLATION: Arriving VFR aircraft are requested to cancel their flight plans with Dayton FSS via radio on 122.55 MHz and 122.2MHz or transmit on 122.1 MHz and advise over which VOR you are listening:

Dayton --- 114.5                      Rosewood - 117.5  
Appleton - 116.7                     Richmond - 110.6.

(Transcribed weather is also available over the Appleton VOR.)  
Specify your flight planned destination when cancelling your flight plan.

TIE-DOWNS:                      All light aircraft will need to be secured.  
BRING YOUR OWN TIE-DOWNS.

VFR DEPARTURE PROCEDURES: (July 21 and 22) Detailed departure instructions will be disseminated at the entry gate to each of the aircraft parking areas. THESE INSTRUCTIONS SHOULD BE CAREFULLY READ AND FOLLOWED. Adherence to these instructions will assist your safety and expedite your departure. Stage III Radar Service will not be available for VFR departures.

IFR ARRIVAL/DEPARTURE FLIGHTS: The anticipated demand of IFR aircraft does not indicate a need for any special flow control procedures. However, if traffic conditions warrant, a traffic management program to balance the arrival and departure flow of aircraft will be implemented. In that case, pilots would be assigned expected departure clearance times (EDCT's) in advance for both inbound and outbound IFR flights. Should a traffic management program be necessary, pilots may contact the nearest Flight Service Station on or after July 15, 1984 to obtain traffic management program information.

PILOT PRE-FLIGHT BRIEFINGS: The Dayton Flight Service Station is located at Dayton International Airport on the eastern edge of the ramp, adjacent to the military/civilian static display area. Pilots are encouraged to visit the FSS and obtain in-person, pre-flight briefings for both VFR and IFR flights. Telephone briefings are also available by calling 898-3692. If located on the Dayton International Airport, use the local API lines 312 or 313.

For PATWAS, call 898-1033.

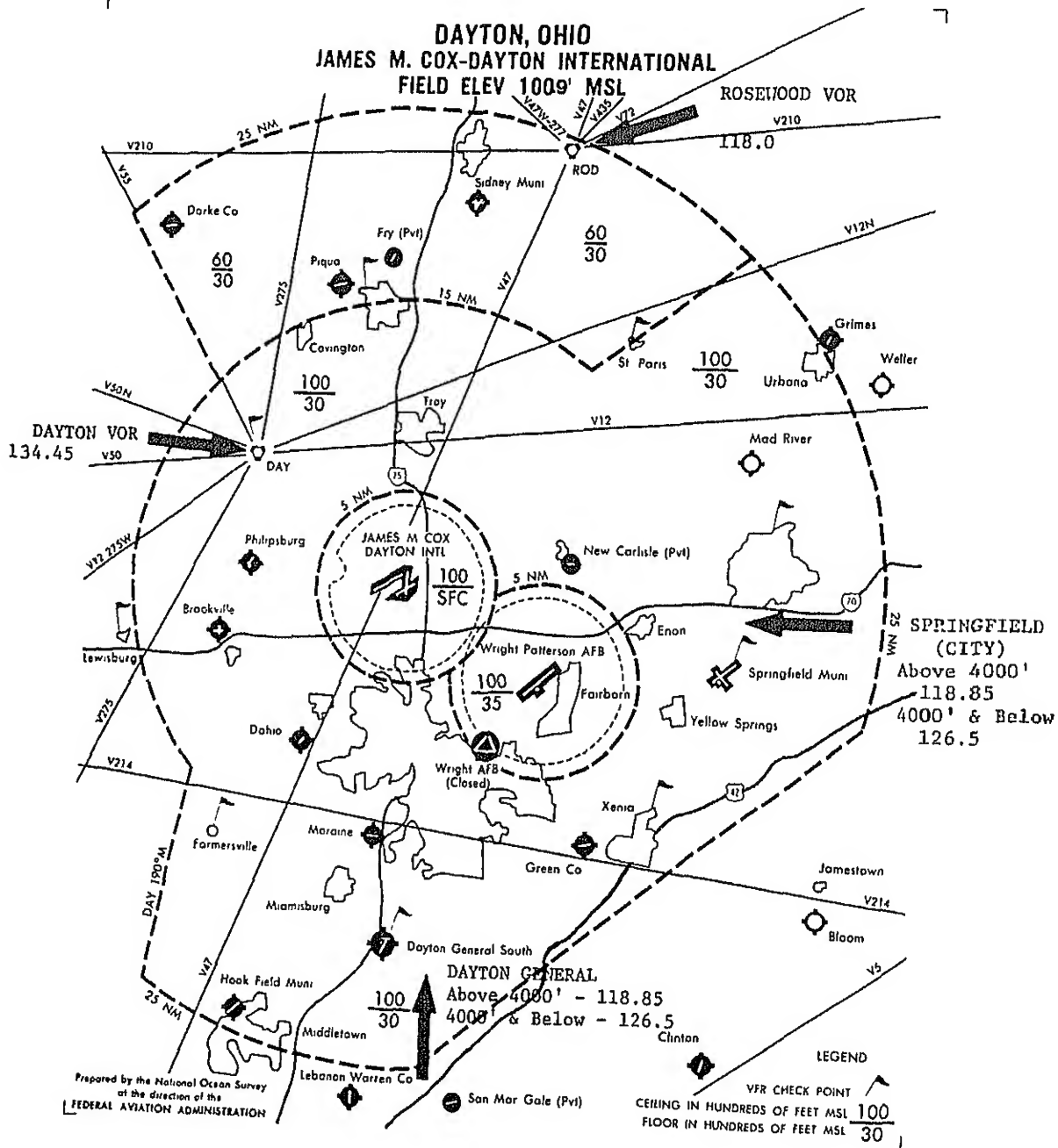
In order to expedite your pre-flight briefing, please state the type of flight planned (VFR or IFR), the aircraft number and type (or your last name), departure point, destination, enroute altitude, and estimated time of departure.

WAKE TURBULENCE ADVISORY

Due to the number of large civil and military aircraft operating in the vicinity of Dayton International Airport and Wright-Patterson Air Force Base, pilots should be aware that a significant amount of wake turbulence may exist. Pilots are urged to be vigilant and exercise extreme caution when operating within 30 miles of Dayton.

PILOTS ARE URGED TO REVIEW ALL APPLICABLE NOTAMS AND ARRIVAL  
AND DEPARTURE PROCEDURES PRIOR TO CONDUCTING FLIGHT.

VFR ARRIVALS  
DAYTON INTERNATIONAL AIRSHOW





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AND DEPARTURE PROCEDURES PRIOR TO CONDUCTING FLIGHT.

\*\*\* THE OSHKOSH AREA \*\*\*

For the purposes of these special procedures and IFR traffic management, the Oshkosh area is the area within a 35 nautical mile radius of the Oshkosh VORTAC and includes the following airports:

Wittman Field (OSH)	Outagamie County (ATW)
Courtney Plummer (4D4)	Sheboygan (SBM)
Fond du Lac County (FLD)	Waupin (W107)
New Holstein (8D1)	

\*\*\* VFR ARRIVALS TO WITTMAN FIELD \*\*\*

ALL AIRCRAFT MUST USE THE FAA CONVENTION VFR ARRIVAL PROCEDURES (see graphic) and remain clear of all depicted high-density traffic areas. As you approach the village of Ripon, Wisconsin, (Oshkosh VORTAC 232R/18 miles) and TURN YOUR TRANSPONDER OFF. Monitor Oshkosh Approach Control on 120.7 MHz and fly inbound over the railroad tracks toward Fisk. EXPECT HEAVY TRAFFIC ALONG THIS CORRIDOR. All aircraft should maintain 100 mph at 1800 feet MSL. Aircraft unable to slow to this speed should maintain 150 mph at 2300 feet MSL.

On 120.7 MHz, arrival controllers located at Fisk will contact you, using your aircraft COLOR and TYPE, to provide sequencing and the route to be flown. They will contact you as you approach Fisk and may ask you to "rock the wings" as an acknowledgement for instructions.

DO NOT RESPOND OR CONTACT THE CONTROLLERS BY RADIO UNLESS SPECIFICALLY REQUESTED TO DO SO.

IMPORTANT: REMAIN IN TRAIL - NO SIDE-BY-SIDE SEPARATION.

\*\*\* VFR HOLDING \*\*\*

VFR HOLDING BEFORE RIPON: If holding of VFR arrival traffic prior to Ripon becomes necessary, instructions will be issued on the arrival ATIS frequency 125.8 MHz and Oshkosh Approach Control 120.7 MHz. The procedures to be used are as follows: 1) Start a left turn and note your position over the ground. Remain in VFR conditions over that geographical point. 2) Monitor the ATIS on 125.8 MHz until holding instructions are removed and replaced with current arrival information. This will normally not exceed 10 minutes. Adherence to this procedure will enhance your safety and prevent aircraft from "bunching" at Ripon during holding periods.

VFR HOLDING AFTER RIPON: (See graphic) If holding of VFR traffic becomes necessary between Ripon and Fisk, the RUSH LAKE SPECIAL HOLDING PATTERN will be used. A lead aircraft will be instructed to turn left and proceed westbound over the north shore of Rush Lake, then proceed counter-clockwise around the lake, then northeast bound on the northwest side of the railroad tracks. All other aircraft will be instructed to follow the leader in single file. Traffic in the RUSH LAKE SPECIAL HOLDING PATTERN and at Fisk will be monitored and observed by controllers located at Fisk. DO NOT PROCEED PAST FISK WITHOUT AN ATC CLEARANCE!

\*\*\* OSHKOSH AIRPORT ARRIVAL \*\*\*

AFTER YOU HAVE BEEN CLEARED PAST FISK, you will be advised to change to Oshkosh Tower on 118.5 MHz. Stay in line, and follow the preceeding aircraft, and MONITOR the tower communications. Again, the tower controller will refer to your aircraft by color and type and may give you special instructions - STAY ALERT! Enter final approach at a safe altitude for your type aircraft. All landing traffic should be alert for a possible radio or light signal wave-off from either Oshkosh Tower or from the controllers located at the mobile unit near the approach end of the runway. After landing, EXIT THE RUNWAY INTO THE GRASS AS SOON AS POSSIBLE.

For aircraft landing on runway 9/27, exit the runway in the direction indicated by controllers and flagmen. For aircraft landing on runway 18/36, exit the runway into the grass on the west side of the runway.

EXPEDITIOUS CLEARING IS REQUESTED - THERE IS A CONTINUOUS FLOW OF AIRCRAFT BEHIND YOU!

\*\*\* NO RADIO AIRCRAFT - SPECIAL NOTICE \*\*\*

All pilots flying an aircraft without a radio must obtain an authorization in writing from Oshkosh Tower. Requests must be received by Oshkosh Tower no later than JULY 10, 1984. Send written requests to NORDO, FAA-ATCT, P.O. Box 2606, Oshkosh, WI 54903. Include the pilot's name, home address, aircraft type and registration number, and address to which authorization is to be mailed.

Aircraft not equipped with a functioning two-way radio are prohibited from landing on Runway 9/27 during the period 1400 to 1600 CDT daily.

All landing traffic should be alert for a possible light signal wave-off from either Oshkosh Tower or from the controllers located at the mobile unit near the approach end of the runway. After landing, EXIT THE RUNWAY INTO THE GRASS AS SOON AS POSSIBLE.

For aircraft landing on runway 9/27, exit the runway in the direction indicated by controllers and flagmen. For aircraft landing on runway 18/36, exit the runway into the grass on the west side of the runway.

EXPEDITIOUS CLEARING IS REQUESTED - THERE IS A CONTINUOUS FLOW OF AIRCRAFT BEHIND YOU!

\*\*\* IFR TRAFFIC MANAGEMENT \*\*\*

During the period July 26 through August 4, 1984, the FAA will utilize a traffic management program for all aircraft operating IFR to and from the Oshkosh area. This program will apply to operations between 0600 CDT and 2300 CDT (1100-0300 GMT) daily.

THE SYSTEM: In balancing the expected demand for IFR flight in the Oshkosh area, the Chicago Air Route Traffic Control Center will assign an expected departure clearance time (EDCT) for each flight. The EDCT will take into account such factors as weather, airport availability, and ATC capacity. Pilots expecting to arrive or depart the Oshkosh area IFR must get an EDCT for their flight(s). Pilots will be expected to be ready for departure at their ATC assigned EDCT. Flights failing to do so may experience significant delays.

HOW TO GET AN EDCT: Beginning July 16, 1984 at 0800 CDT, and thereafter between 0800 and 2000 CDT daily, pilots may telephone the Chicago Center traffic management controller on 312-892-5161 to receive an EDCT. For flights going to the Oshkosh area, be ready to provide the traffic management controller with your destination airport, estimated time enroute, and the time (ZULU) you wish to arrive. For flights departing the Oshkosh area, only a proposed departure time is necessary. You will then be assigned an EDCT and a traffic management number.

IFR ARRIVAL AT OSHKOSH: EDCT's are required for all IFR flights estimating to arrive in the Oshkosh area between the hours of 0600 and 2200 CDT during the convention. Flight plans must be filed with your local FSS at least 4 HOURS PRIOR to your ATC assigned EDCT ON THE DAY OF DEPARTURE. Pilots must include their traffic management number in the remarks section of the flight plan.

During periods of moderate or heavy IFR traffic, the final approach course for Runway 27 may extend to the Lake Michigan shoreline and beyond. Pilots who plan to avoid this radar vectoring by cancelling IFR and executing the VFR arrival procedure should do so prior to reaching 25 NM from Wittman Field. Due to the extreme congestion on the tower frequency, pilots remaining IFR until landing must verify their flight plan cancellation after landing with Oshkosh Ground Control on 121.9 MHz.

IFR DEPARTURE FROM OSHKOSH: EDCT's are required for all flights proposing IFR from the Oshkosh area between the hours of 0600 and 2200 CDT during the convention. Flight plans must be filed at least 4 HOURS PRIOR to your ATC assigned EDCT ON THE DAY OF DEPARTURE. Pilots must include their traffic management number in the remarks section of the flight plan. REQUESTS FOR IFR CLEARANCE should not be made more than 20 minutes prior to the EDCT.

PRIOR TO ENGINE START, monitor the departure ATIS (120.3 MHz), then contact clearance delivery (119.05 MHz) for your IFR clearance. Initially, only a routing and altitude will be issued. DO NOT START YOUR ENGINE(S) UNTIL YOU HAVE RECEIVED YOUR IFR CLEARANCE.

After you have received your clearance, start your engine(s) and then inform ground control (121.9 MHz) that you are taxiing to the IFR departure runway. Monitor ground control and follow the direction of signs, EAA flag persons, and RED IFR TAXI CHART. Place the red IFR taxi chart in the lower left corner of your windshield to assist ground personnel in segregating VFR and IFR flights. Takeoff clearance will be issued by FAA controllers located near the runway using paddles or lighted wands. Advise ground control (121.9 MHz) as soon as you are airborne.

## \*\*\* FSS INFORMATION \*\*\*

FAA FLIGHT SERVICE STATION GREENBAY/OSHKOSH: Complete Flight Service Station Services will be provided through the Green Bay FSS on a 24-hour basis. For pilot briefing and flight plan filing:

CALL ..... 233 - 7920

For your convenience, a limited Flight Service facility will be located on the field at Oshkosh to provide weather briefings and flight plan assistance. The hours of operation are 6:00 a.m. to 8:00 p.m. CDT daily.

VFR FLIGHT PLANS: To ensure that your flight is not unnecessarily considered overdue, pilots filing VFR flight plans destined for the Oshkosh area should add an additional one-half hour to their estimated time enroute (ETE) to allow for arrival delays. Pilots are requested to cancel their VFR flight plans with Green Bay FSS approaching the airport of intended landing. Contact Green Bay Radio on:

TRANSMIT: 122.1 MHz (and indicate on which VOR you are receiving)

RECEIVE: 111.8 MHz (OSH VOR) or 117.0 (GRB VOR)

## \*\*\* AEROBATIC DEMONSTRATIONS \*\*\*

Aerobatic flight demonstrations will be conducted daily from July 28 through August 4, 1984 within the Air Show Operations Area. The Air Show Operations Area is from the surface to 8,500 feet MSL within a 5 statute mile radius of Wittman Field and will be effect during the following periods:

Saturday, July 28	4:00 p.m. to 6:30 p.m.
Sunday, July 29	3:00 p.m. to 5:30 p.m.
Monday, July 30	4:00 p.m. to 6:30 p.m.
Tuesday, July 31	4:00 p.m. to 6:30 p.m.
Wednesday, August 1	3:00 p.m. to 6:30 p.m.
Thursday, August 2	4:00 p.m. to 6:30 p.m.
Friday, August 3	4:00 p.m. to 6:30 p.m.
Saturday, August 4	2:00 p.m. to 5:00 p.m.

All traffic, except scheduled flights, shall remain clear of the Air Show Operations Area during the flight demonstration period. Aircraft not able to land prior to the above indicated air show times will have to land at outlying airports or remain airborne for an extended period, preferably in the Fisk/Rush Lake Special Holding Pattern.

Monitor your fuel status closely. VFR FLIGHTS WILL NOT BE ALLOWED TO LAND AT OSHKOSH UNTIL 30-45 MINUTES AFTER THE AIR SHOW.

Pilots who change their destination or elect to remain airborne are reminded to update or cancel their VFR flight plans.

\*\*\*VFR DEPARTURES PRIOR TO THE DAILY AIR SHOW\*\*\*

RUNWAY 27 - Maintain VFR at or below 500' AGL, 1300' MSL, until clear of the Wittman Field Airport Traffic Area. Depart on course if your course is a 180° heading clockwise through 040° heading. If other than above, depart on a heading of 180° clockwise through 040° until clear of the Airport Traffic Area. Be alert for and avoid the Runway 27 landing traffic pattern depicted on the graphic insert. Arriving aircraft will maintain 1,000' AGL until north of Runway 27. Departures will maintain 500' AGL until clear of all inbound traffic and patterns.

RUNWAY 09 - Depart the Oshkosh High Density Area in the northeast quadrant prior to proceeding on course.

RUNWAY 18/36 - Only allowed after briefing by EAA briefers.

\*\*\*VFR DEPARTURES AFTER THE DAILY AIR SHOW\*\*\*

RUNWAY 27 - Proceed straight out for 3 miles, then on course if your course is a clockwise heading of 180° through 040°. If other than the above, depart on the 180° heading through 040° heading until clear of the Wittman Field Airport Traffic Area.

RUNWAY 09 - Depart the Oshkosh High-Density Area in the northeast quadrant prior to proceeding on course.

RUNWAY 18L (South and East bound)  
and 18R - (South and West bound)  
- Maintain runway heading until 3 miles south. Be especially alert for departures off the parallel runway. Gyrocraft and ultralite will be operating west of the runway at the southwest corner of the airport.

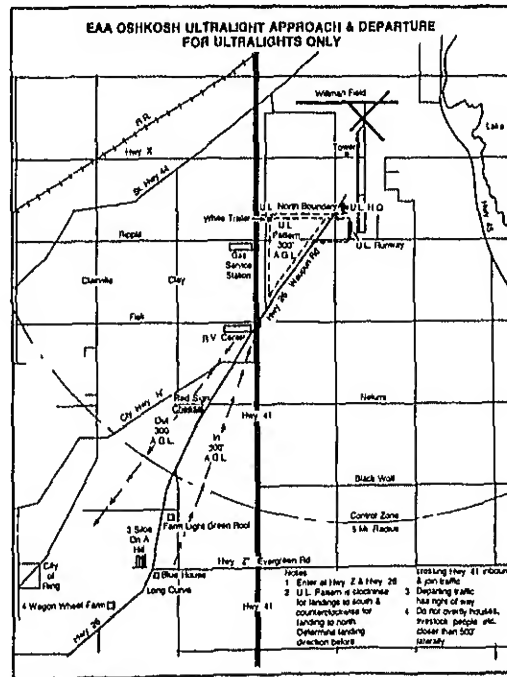
RUNWAY 36 - Depart on course at pilot's discretion if course is a clockwise heading of 270° through 130°. If other than the above, depart on these headings until clear of the Airport Traffic Area.

NOTE: VFR arrivals will not be allowed for 30-45 minutes after the close of the Air Show. Be alert for holding VFR aircraft clear of the Airport Traffic Area southwest of Wittman Airport.

\*\*\* ULTRALIGHT VEHICLES \*\*\*

ULTRALIGHT VEHICLE ARRIVALS: The EAA and the FAA have developed specific procedures to allow the arrival and departure of ultralight vehicles at Wittman Field during the 1984 EAA Convention. The graphic below indicates the entry and exit routes to be used by ultralights only.

THESE PROCEDURES ARE AUTHORIZED ONLY BETWEEN  
THE HOURS OF SUNRISE AND 9 A.M. and BETWEEN THE HOURS OF 6:30 AND 8:15 P.M.



COMPLIANCE WITH THESE PROCEDURES SATISFIES  
THE AUTHORIZATION REQUIREMENTS OF FAR 103.17

ANY DEVIATION FROM THESE PROCEDURES OR AUTHORIZED OPERATING TIMES WILL BE  
SUBJECT TO ENFORCEMENT ACTION BY THE FAA.

\*\*\* EAA ULTRALIGHT HEADQUARTERS MAY BE REACHED \*\*\*  
BY CALLING 414-233-0820

## SPECIAL NOTICE

### AIRPORT MANAGER

Runways 4/22 and 13/31 will be closed to landings and takeoffs at least seven days prior to, and throughout the EAA Convention.

All light, single, and multi-engine aircraft will be required to exit runways, taxi, and park on grass areas of the airport. Hazard areas will be marked by cones and/or flags. Pilots are cautioned to be alert for, and remain clear of all marked areas. Pilots should exercise caution in operating aircraft on unimproved or grass areas due to rough ground and signs. Taxi operations on other than paved areas are a pilots own risk. ALL MISHAPS, INCIDENTS OR ACCIDENTS SHOULD BE REPORTED TO AIRPORT MANAGEMENT OR ANY EAA PERSONNEL IMMEDIATELY UPON ITS OCCURRENCE.

All aircraft pilots and operators are reminded that any incidents, accidents or injuries arising out of the operation of any aircraft on Wittman Field Airport are the responsibility of the aircraft pilot or operator.

Aircraft arriving during the hours of darkness must park at the north ramp (hard surface) until daylight the following day. Pilots are responsible for moving their aircraft to an appropriate grass area before noon of the day following their arrival. No overnight parking in the grass area adjacent to the airport terminal building will be permitted. All aircraft parked in these areas prior to show time each day must be removed before sundown that evening. In addition, no camping will be permitted in that area adjacent to the airport terminal. Limited overnight tie down space is available at the FBO for a nominal charge.

No aircraft movements will be permitted in transient parking or camping areas during the hours of darkness unless official ground guides are directing aircraft movement.

Pilots of large or heavy aircraft requiring hard surfaced area parking are required to make prior arrangements with the Airport Manager, Wittman Field Airport, 525 20th Avenue, Oshkosh, Wisconsin 54901. Telephone: 414-424-0092.

### STUDENT PILOT TRAINING

No student training flights will be authorized at Oshkosh Wittman Field during the convention period. This includes student solo cross country flights, touch and go landings, and practice instrument approaches.

### FUEL REQUIREMENTS

FBO advises only cash, Phillips, Exxon, Esso, VISA, Master Charge, Multi-Service will be accepted for fuel purchases. Jet A, 100LL and 80 octane fuel available.



**Effective July 27, 1984 (one day prior) – August 4, 1984.**





# ABBREVIATIONS

Note An "s" may be added for plural Abbreviations used in FDC NOTAMS are italicized

<b>A</b>	<b>and</b>	<b>daigt</b>	<b>daylight</b>	<b>J</b>	<b>jet</b>	<b>Q</b>	<b>quad</b>	<b>quadrant</b>	<b>TCA</b>	<b>Terminal Control Area</b>
<b>AAS</b>	<b>Alrport Advisory Service</b>	<b>dcmnd</b>	<b>decommissioned</b>	<b>J bar</b>	<b>jet runway barrier</b>	<b>R</b>	<b>right</b>	<b>(used only to designate rwy)</b>	<b>TCH</b>	<b>Threshold Crossing Height</b>
<b>A/C</b>	<b>Approach Control aircraft</b>	<b>deg</b>	<b>degrees</b>	<b>K</b>	<b>kilohertz</b>	<b>RADAR</b>	<b>Radio Detection and Ranging</b>	<b>radar approach control (USAF)</b>	<b>tlc</b>	<b>traffic</b>
<b>ACR</b>	<b>Air Carrier</b>	<b>dep</b>	<b>depart, departure</b>	<b>L</b>	<b>left (used only to designate rwy)</b>	<b>RAPCON</b>	<b>radar approach control (USAF)</b>	<b>eg rwy 18R</b>	<b>thr</b>	<b>threshold</b>
<b>ADF</b>	<b>Automatic Direction Finder</b>	<b>DF</b>	<b>direction (finder)</b>	<b>lat</b>	<b>latitude</b>	<b>RCAG</b>	<b>Remote Center</b>	<b>air/ground</b>	<b>thru</b>	<b>through</b>
<b>AER</b>	<b>Approach End Runway</b>	<b>DH</b>	<b>decision height</b>	<b>lbs</b>	<b>pounds (weight)</b>	<b>RCLS</b>	<b>Runway Centerline</b>	<b>Lights System</b>	<b>tkof</b>	<b>take-off</b>
<b>AGL</b>	<b>above ground level</b>	<b>DME</b>	<b>UHF standard</b>	<b>ld</b>	<b>located</b>	<b>RCO</b>	<b>Remote Communi-</b>	<b>cations Outlet</b>	<b>tmprly</b>	<b>temporarily</b>
<b>AIM</b>	<b>Alrman's Infor-</b>	<b>dspcd</b>	<b>displaced</b>	<b>ldm</b>	<b>lighted</b>	<b>rcv</b>	<b>receive</b>	<b>receiving</b>	<b>tmpry</b>	<b>temporary</b>
<b>ALS</b>	<b>Approach light system</b>	<b>dstrc</b>	<b>distance</b>	<b>ldg</b>	<b>landing</b>	<b>REIL</b>	<b>Runway End</b>	<b>Identifier Lights</b>	<b>TPA</b>	<b>Traffic Pattern Altitude</b>
<b>ALSF-1</b>	<b>Standard 2400' High Intensity Approach Lighting System with Sequenced Flashers, Category I Configuration</b>	<b>DT</b>	<b>Runway weight bearing capacity for aircraft with dual tandem type landing gear</b>	<b>LOM</b>	<b>compass locator at outer marker ILS</b>	<b>req</b>	<b>request</b>	<b>Area Navigation</b>	<b>TRACON</b>	<b>Terminal Radar approach control</b>
<b>ALSF-2</b>	<b>Standard 2400' High-Intensity Approach Lighting System with Sequenced Flashers, Category II Configuration</b>	<b>durg</b>	<b>during</b>	<b>long</b>	<b>longitude</b>	<b>RNAV</b>	<b>Runway Visual</b>	<b>Range Midpoint</b>	<b>trml</b>	<b>terminal</b>
<b>alt</b>	<b>altitude</b>	<b>DVFR</b>	<b>Defense Visual Flight Rule</b>	<b>MAA</b>	<b>maximum authorized altitude</b>	<b>RRP</b>	<b>Runway Reference</b>	<b>Point</b>	<b>TRSA</b>	<b>Terminal Radar Service Area</b>
<b>altm</b>	<b>altimeter</b>	<b>E</b>	<b>east</b>	<b>mag</b>	<b>magnetic</b>	<b>rstrd</b>	<b>restricted</b>	<b>returned to service</b>	<b>tsnt</b>	<b>transient</b>
<b>altm</b>	<b>altimeter</b>	<b>EFAS</b>	<b>Enroute Flight Advisory Service</b>	<b>maint</b>	<b>maintain, mainte-</b>	<b>RTS</b>	<b>Runway Visual</b>	<b>Range Midpoint</b>	<b>TWEB</b>	<b>transcribed weather bcst</b>
<b>ALSTG</b>	<b>altimeter setting</b>	<b>elev</b>	<b>elevation</b>	<b>MALS</b>	<b>Medium Intensity Approach Light System</b>	<b>RVR</b>	<b>Runway Visual</b>	<b>Range Touch down</b>	<b>twr</b>	<b>tower</b>
<b>amdl</b>	<b>amendment</b>	<b>emerg</b>	<b>emergency</b>	<b>MALSR</b>	<b>Medium Intensity Approach Light System with Runway Alignment Indicator Lights</b>	<b>RVRM</b>	<b>Runway Visual</b>	<b>Range Midpoint</b>	<b>twy</b>	<b>taxiway</b>
<b>apch</b>	<b>approach</b>	<b>equip</b>	<b>equipment</b>	<b>MAP</b>	<b>missed approach point</b>	<b>RVRT</b>	<b>Runway Visual</b>	<b>Range Touch down</b>	<b>U</b>	<b>Ultra high frequency</b>
<b>apchg</b>	<b>approaching</b>	<b>excp</b>	<b>except</b>	<b>max</b>	<b>maximum</b>	<b>RVRM</b>	<b>Runway Visual</b>	<b>Range Touch down</b>	<b>unavbl</b>	<b>unavailable</b>
<b>aprx</b>	<b>approximate</b>	<b>F</b>	<b>final</b>	<b>MAC</b>	<b>minimum crossing altitude</b>	<b>RVRR</b>	<b>Runway Visual</b>	<b>Range Rollout</b>	<b>unlgt</b>	<b>unlighted</b>
<b>arpt</b>	<b>airport</b>	<b>FAF</b>	<b>final approach fix</b>	<b>MDA</b>	<b>minimum descent altitude</b>	<b>RVV</b>	<b>runway visibility values</b>	<b>runway</b>	<b>unmon</b>	<b>unmonitored</b>
<b>arr</b>	<b>arrive or arrival</b>	<b>FAR</b>	<b>Federal Aviation Regulation</b>	<b>MEA</b>	<b>minimum enroute IFR altitude</b>	<b>rwy</b>	<b>Runway</b>	<b>number</b>	<b>unusbl</b>	<b>unusable</b>
<b>ARSR</b>	<b>Air Route Surveillance Radar</b>	<b>FDC</b>	<b>Flight Data Center</b>	<b>MHz</b>	<b>megahertz</b>	<b>Nr</b>	<b>number</b>	<b>S</b>	<b>VASI</b>	<b>Visual Approach Slope Indicator</b>
<b>ARTCC</b>	<b>Air Route Traffic Control Center</b>	<b>FI/P</b>	<b>flight information (permanent)</b>	<b>min</b>	<b>minimum or minute</b>	<b>S</b>	<b>south</b>	<b>S</b>	<b>VDP</b>	<b>visual descent point</b>
<b>ASDE</b>	<b>airport surface detection equipment</b>	<b>FI/T</b>	<b>flight information (temporary)</b>	<b>MIRL</b>	<b>Medium Intensity Runway Edge Lights</b>	<b>S</b>	<b>Runway weight bearing capacity for aircraft with single wheel type landing gear</b>	<b>S</b>	<b>VFR</b>	<b>visual flight rules</b>
<b>ASR</b>	<b>Arpt Surveillance Radar</b>	<b>FL</b>	<b>Flight Level</b>	<b>MLS</b>	<b>Microwave Landing System</b>	<b>SDF</b>	<b>Simplified Directional Facility</b>	<b>S</b>	<b>VHF</b>	<b>Very high frequency</b>
<b>ATC</b>	<b>air traffic control</b>	<b>FM</b>	<b>fan marker</b>	<b>MM</b>	<b>middle marker ILS</b>	<b>sec</b>	<b>second</b>	<b>S</b>	<b>VIS</b>	<b>visibility</b>
<b>ATCT</b>	<b>air traffic control tower</b>	<b>freq</b>	<b>frequency</b>	<b>MOC</b>	<b>minimum obstruction clearance altitude</b>	<b>slc</b>	<b>surface</b>	<b>SFL</b>	<b>VOR</b>	<b>VHF Omni-Directional Radio Range</b>
<b>ATIS</b>	<b>Automatic Terminal Information Service</b>	<b>FSS</b>	<b>Flight Service Station</b>	<b>MRA</b>	<b>minimum reception altitude</b>	<b>SFL</b>	<b>Sequenced Flashing Lights</b>	<b>S</b>	<b>VORTAC</b>	<b>Combined VOR and TACAN System</b>
<b>avbl</b>	<b>available</b>	<b>ft</b>	<b>feet</b>	<b>MSA</b>	<b>minimum safe altitude</b>	<b>SI</b>	<b>straight in approach</b>	<b>SM</b>	<b>VOT</b>	<b>a VOR Receiver testing facility</b>
<b>awy</b>	<b>airway</b>	<b>govt</b>	<b>government</b>	<b>MSL</b>	<b>mean sea level</b>	<b>SM</b>	<b>statute mile(s)</b>	<b>SR</b>	<b>vsby</b>	<b>visibility</b>
<b>B</b>	<b>back course</b>	<b>GS</b>	<b>glide slope</b>	<b>munl</b>	<b>municipal</b>	<b>SS</b>	<b>sunrise</b>	<b>SS</b>	<b>W</b>	<b>west</b>
<b>BC</b>	<b>back course</b>	<b>GWT</b>	<b>gross weight</b>	<b>N</b>	<b>north</b>	<b>SSALF</b>	<b>Simplified Short Approach Lighting System with Sequenced Flashers</b>	<b>SSALF</b>	<b>W</b>	<b>weather</b>
<b>bcn</b>	<b>beacon</b>	<b>HAA</b>	<b>height above airport</b>	<b>NA</b>	<b>not authorized</b>	<b>SSALS</b>	<b>Simplified Short Approach Lighting System</b>	<b>SSALS</b>	<b>W</b>	<b>weather</b>
<b>bcst</b>	<b>broadcast</b>	<b>HAT</b>	<b>height above touch-down</b>	<b>natl</b>	<b>national</b>	<b>SSALR</b>	<b>Simplified Short Approach Lighting System with Runway Alignment Indicator Lights</b>	<b>SSALR</b>	<b>W</b>	<b>weather</b>
<b>bdg</b>	<b>building</b>	<b>HIRL</b>	<b>High Intensity Runway Lights</b>	<b>navald</b>	<b>non-directional</b>	<b>STOL</b>	<b>Short take-off &amp; landing runway</b>	<b>STOL</b>	<b>W</b>	<b>weather</b>
<b>brg</b>	<b>bearing</b>	<b>hol</b>	<b>holiday</b>	<b>NDB</b>	<b>Non Directional Radio Beacon</b>	<b>svc</b>	<b>service</b>	<b>svc</b>	<b>W</b>	<b>weather</b>
<b>btw</b>	<b>between</b>	<b>hwy</b>	<b>highway</b>	<b>NM</b>	<b>nautical mile(s)</b>	<b>T</b>	<b>true (after a bearing)</b>	<b>T</b>	<b>W</b>	<b>weather</b>
<b>byd</b>	<b>beyond</b>	<b>I</b>	<b>initial</b>	<b>NOPT</b>	<b>no procedure turn required</b>	<b>TAC</b>	<b>Terminal Area Chart</b>	<b>TACAN</b>	<b>W</b>	<b>weather</b>
<b>C</b>	<b>category</b>	<b>IAF</b>	<b>Initial approach fix</b>	<b>obstn</b>	<b>obstruction</b>	<b>TACAN</b>	<b>UHF navigational facility—omni directional course and distance information</b>	<b>TACAN</b>	<b>Z</b>	<b>Greenwich mean time</b>
<b>CFR</b>	<b>crash fire rescue</b>	<b>IAP</b>	<b>Initial approach procedure</b>	<b>ODALS</b>	<b>Omni-Directional Approach Lighting System</b>					
<b>clnc</b>	<b>clearance</b>	<b>ident</b>	<b>identification</b>	<b>OM</b>	<b>outer marker ILS</b>					
<b>clsd</b>	<b>closed</b>	<b>IF</b>	<b>intermediate fix</b>	<b>oper</b>	<b>operation</b>					
<b>cmnd</b>	<b>commissioned</b>	<b>IFR</b>	<b>Instrument Flight Rules</b>	<b>orig</b>	<b>original</b>					
<b>cntr</b>	<b>center</b>	<b>IFSS</b>	<b>International Flight Service Station</b>	<b>OTS</b>	<b>Out of Service</b>					
<b>cntrln</b>	<b>centerline</b>	<b>ILS</b>	<b>Instrument Landing System</b>	<b>ovrn</b>	<b>overrun</b>					
<b>Comfo</b>	<b>Compass locator</b>	<b>info</b>	<b>information</b>	<b>PAR</b>	<b>Precision Approach Radar</b>					
<b>const</b>	<b>construction</b>	<b>inop</b>	<b>inoperative</b>	<b>pat</b>	<b>pattern</b>					
<b>cpy</b>	<b>capacity</b>	<b>int</b>	<b>intersection</b>	<b>pernly</b>	<b>permanently</b>					
<b>crs</b>	<b>course</b>	<b>intl</b>	<b>international</b>	<b>PPR</b>	<b>Pilot Permission Required</b>					
<b>ctc</b>	<b>contact</b>	<b>Intst</b>	<b>intensity</b>	<b>proc</b>	<b>procedure</b>					
<b>CTLZ</b>	<b>Control Zone</b>	<b>ISMLS</b>	<b>Interim Standard Microwave Land-</b>							
			<b>ing System</b>							